

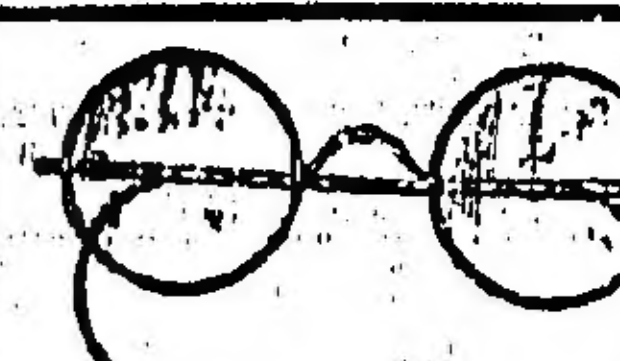
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ESTABLISHED 1857.

Registered as a Newspaper at the General
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R.T. BAKER
Managing Director



N. LAZARUS
OPTICIANS
13, Queen's Road Central

No. 22701. 號壹零佰柒千貳萬式第 日貳拾月叁年未辛 HONG KONG, WEDNESDAY, APRIL 29, 1931. 叁拜禮 日玖廿月肆年壹卅佰玖千壹英 Price (Single Copy, 10 cts. Per Month, \$3.)

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DIARY OF LOCAL EVENTS.

To-day.

(April 29.)

Id-ul-Zuha (Moslem Festival).
Birthday of Emperor of Japan.
Reception at Japanese Consul's
Residence, 4.30 p.m.

Ammer's Sale of Property, 3.15
p.m. and 3.30 p.m., Sales Room,
Doddell Street.

League Football.—1st Division:
South China v. Navy, 5 p.m.

H.K.C.C. Tennis Tournament:
Open Doubles: M. K. and M. W.

Lo v. Ho Ka Lau and Yew Man
Kit.

Hong Kong Schools' Athletic
Sports, Caroline Hill.

Queen's Theatre: "Billy The
Kid."

World Theatre: "Story of Movie-
land" Part 2 (Chinese film).

Central Theatre: "The Light of
Western Stars."

King's Theatre: "Ingagi."

Majestic Theatre: "Street of
Chance."

Dances: Tea Dance at Hong
Kong Hotel; Dinner Dances, Hong
Kong Hotel and Peninsula Hotel.

European Mail.—Outward:
Europe via Siberia (Chichibu
Maru), 8.30 a.m.; Europe via Suez
(Perseus) 2.30 p.m.

European Mail.—Outward:
Europe via Siberia (Sumatra) 6
p.m.

Thursday.

(April 30.)

League Football.—1st Division:
Athletic v. Borderers, 5 p.m.

Meeting of the H. K. Lawn Ten-
nis Assn., Sanitary Board Room,
9.30 p.m.

H.K.C.C. Tennis Tournament:
Finals of Open Championship
Singles.

Queen's Theatre: "Those Three
French Girls."

World Theatre: "Story of Movie-
land" Part 2 (Chinese film).

King's Theatre: "Ingagi."

Dances: Tea Dance at Hong
Kong Hotel; Dinner Dances, Hong
Kong Hotel and Peninsula Hotel.

Friday.

(May 1.)

May Day.
St. Philip and St. James.

Queen's Theatre: "Those Three
French Girls."

World Theatre: "Story of Movie-
land" Part 2 (Chinese film).

King's Theatre: "Renegades."

Dances: Tea Dance, H.K. Hotel;
Dinner Dances, Hong Kong and
Peninsula Hotels and Hotel Cecil.

European Mail.—Inward: Europe
via Suez (Terukini Maru).

AIR-SHIPS: AN INDICTMENT.

THE WONDERS AND THE DEFECTS OF R.101.

MARVEL OF ENGINEERING—AND YET FAILURE.

We reprint from the London
"Morning Post," a penetrating
analysis, by Major Oliver
Stewart, a well-known airman,
of the R.101 disaster. The
article sets out unparaphrasingly
the case against airships. "If the
R.101, was unsafe, and so it is
contended, then safety cannot be
achieved, is the gist of the argu-
ment."

Major Stewart writes:—

Sir John Simon's Report on the
R.101 disaster, although it makes
no direct expression of opinion as
to the value of airships, constitutes
in fact the most crushing indict-
ment of airships that has yet ap-
peared.

It shows some of the best engi-
neering brains in England directed
upon the single problem of build-
ing a safe airship. The resources
of the research establishments and
the services of the finest mathe-
maticians, metallurgists, and men
of science in the country were con-
centrated upon this single problem.

A sufficiency of money and a suf-
ficiency of time were at their dis-
posal and many of the most fas-
cinating passages in the Report are
those describing the ingenious struc-
tural devices evolved by the late
Colonel Richmond and his staff and
embodied in the R.101.

Colonel Richmond discarded all
preconceived ideas about airship
construction and set out independ-
ently on one of the most difficult
tasks conceivable. His patience and
ingenuity were astonishing. Every
new feature he decided to incor-
porate in the R.101 he tested and
altered and tested again until it
satisfied the most rigorous stand-
ards.

R.101 grew; and even now, after
the tragedy of Beauvais, it is still
possible to say that she was a
masterpiece. As a sheer feat of de-
sign there was no other structure
in the world in which so exquisite
a balance between extreme light-
ness and extreme strength had been
struck.

"It is probably no exaggeration

to say," remarks Sir John Simon,
"that never in the history of struc-
tural engineering has so much care
been taken to explore the strength
of a structure before it was used,
and to check the stress calculations
by actual measurement."

Not only was structural failure
guarded against by every means
available, but also other risks, such
as the risk of fire. Heavy oil en-
gines were used in place of petrol
engines so as to reduce fire risks
as much as possible. To provide
for the possibility of the airship
meeting vertical air currents of ex-
ceptional violence gas valves were
specially designed by Colonel Rich-
mond to allow for a vertical rate
of ascent of more than 45.5 m.p.h.

At every stage when there was a
conflict of interests, the interest of
safety was placed first. The struc-
ture weight went up from the 90
tons originally allowed for to 113.6
tons with a corresponding decrease
of useful lift from 60 tons to 35
tons. But this reduction in useful
lift was regarded as of little im-
portance provided that the airship
was safe.

The public remembered the losses
of the Dixmude, the R.39, and the
Shenandoah. During the war it
had seen nothing of airships to in-
crease its confidence in them. Con-
sidering the small total number of
flying hours done by airships re-
lative to aeroplanes, the public re-
garded their record as disastrous.

It was only Sir Dennistoun
Burney's unbounded enthusiasm
which had succeeded in obtaining
public money for further trials with
them.

Generally speaking, when the
construction of R.100 and R.101 was
begun, the public still viewed air-
ships with distrust. It was the
avowed task of the officers who as-
sembled at Cardington to remove
that distrust. Everything possible
had been done to make the struc-
ture of R.101 safe. Everything was
to be done to make the flying of
R.101 safe. No risks were to be
taken. The first thing was to build
up confidence in the safety of air-
ships and to remove the effects of
previous disasters.

(Continued on Page 4.)

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Minute Steak, Lyonnaise Potatoes
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Roast Pheasant, Bread Sauce
Cold Leg of Lamb, Mint Sauce
Mixed Salad
Roast Potatoes, Boiled Potatoes
Spinach
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Fruit
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Tomato and Cucumber... .85
Fried Fillet of Sole... .80
Grilled Lamb Chops with
Sauté Green Peas... 1.40
Fricassee Chicken and
Mushrooms... 1.30
Grilled Dairy Farm... .90
Grilled Oxford Sausage... 1.20
Grilled Fillet Steak and
Mushrooms or Tomatoes. 1.05
Fruit Pies:—
Blackberry and Apple... .60
Gooseberry or Cherry
with Fresh Cream... .75
Jam Omelette... .60
Rum Omelette... .70
Dairy Farm Cheese... .50
Gorgonzola Cheese... .45

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King's Theatre Building

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Cottage Pie
Chicken Sauterne
Roast Leg of Lamb, Mint Sauce
Cold Corn Ox-tongue Potato Salad
Roast Potatoes, Boiled Potatoes
Green Peas
Apple and Raisin Tart, Custard Sauce
Fruit
Tea or Coffee



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AIRWAYS AND AVIATION.

BRITISH FLYING NEWS.

R.A.F. CHIEF MAKES OVER- SEA INSPECTION.

LONDON, March 24.
For the first time in the history of the Royal Air Force the Chief of the Air Staff—the supreme service head—under the King, of the R.A.F., as the Air Minister is the political head—is to make an official tour of inspection of squadrons stationed overseas. Leaving London on March 30, Air Chief Marshal Sir John Salmond plans to go on board a big three-engined "Iris" flying boat of No. 209 Squadron at Margate on the following day and to proceed by air to Malta, Egypt, Palestine and Transjordan.

After the visit to Malta Sir John Salmond will re-embark in the flying boat, one of the largest yet placed in service by the R.A.F., and fly non-stop across the Mediterranean to Sollum, a seacoast town on the borders of Libya and Egypt. There he will tranship to a land plane sent from the Royal Air Force headquarters at Cairo for the remainder of the tour.

Sir John Salmond will be away about a fortnight. In Transjordan he will approach the borders of the command he held in 1922, when he was first Air Officer-Commanding Iraq, following the conference at Cairo in 1921 when Iraq was transferred to Royal Air Force control. The tour will take him to flying boat, bomber, and army co-operation units, all placed in important strategic points and emphasising the peculiar far-flung and vital interests of the Royal Air Force. Duties such as these place the Royal Air Force in a unique position among the world's air services, and at the same time throw into sharp relief the present inferiority of numbers of first-line aircraft in the Royal Air Force compared with those flown by several states whose aerial responsibilities are far less wide.

THE SCHNEIDER TROPHY.

Course, date and team for the Schneider Trophy contest are announced. As in 1929, when a British seaplane won the event at the record average speed of 328.6 miles an hour, this year again the competing craft will fly over a course plotted out in Solent and Spithead. Full consideration was given to the claims of other localities in Great Britain, including Belfast Lough, the mouth of the Humber River, the Firth of Forth and Morecambe Bay, but the special Schneider Committee of the Royal Aero Club decided that the Solent and Spithead provide the most suitable stretch of water for safe and efficient conduct of the contest.

The date chosen is September 12, a Saturday which all those interested hope will reproduce the marvellous weather of the day in 1929 when the British and Italian seaplanes battled for the Trophy. This year teams from three countries are expected to compete, France having entered a team of men and machines to challenge the British and Italian teams.

A MAN OF IRON.

Flight Lieutenant G. H. Stainforth is the only member of the 1929 team who finds a place in the list of those selected this year to fly the racing craft, though Squadron Leader Orlebar, holder of the world's speed record, will again have administrative control. Stainforth was thought by many experts in 1929 to be one of the very best of the splendid British and Italian pilots then engaged in practice flying and he was unfortunate in that the aeroplane selected for him to fly developed annoying fuel-feed

trouble which kept it out of the race. He showed that he was practically immune from the ill effects noticed by most pilots in turning at extremely high speed. Where other very fit men suffered temporary "blacking out" due to blood being drawn from the head on high speed turns Stainforth remained unaffected.

A further point about the team is that for the first time it includes an officer of the Fleet Air Arm—Lieutenant G. L. Brunton. The other officers chosen follow expectations, four of them being attached to the Marine Aircraft Experimental Station at Felixstowe, where high speed research flying with the 1929 Schneider racers was done, throughout last year, while the remaining member of the team belongs to the staff of the experimental section of the Royal Aircraft Establishment at Farnborough.

PRINCES IN THE AIR.

Before they reached Argentina the Prince of Wales and Prince George had flown several hundreds of miles in the course of their tour through Latin America, but it was at San Antonio, on the Argentine seacoast, that the aeroplane began to become essential to their plans. From San Antonio they flew to Mar del Plata, the famous pleasure resort, and then on to Buenos Aires, the Prince of Wales flying usually in his own private "Puss Moth" light monoplane.

Particularly impressive was the Prince of Wales's flight from Cordoba to Buenos Aires last week. The Prince piloted his own aeroplane with his pilot, Mr. Fielden, relegated to the passenger's seat and descended at El Palomar aerodrome, near Buenos Aires, in threatening weather just as dusk was falling after a journey of about five hours. A second light aeroplane brought Lord Ednam, the Prince's equerry, and two machines from the "Eagle," with the "luggage" on board, completed the formation.

WAR PLANES FOR IRISH FREE STATE AND CHINA.

The Irish Free State Army Air Corps has placed a repeat order with Vickers (Aviation), Limited, for the supply of four "Vespa" two-seater biplanes, following a year's successful use of machines of this make supplied last year.

Another "Vespa" attended by a test pilot and engineer, has been shipped to Shanghai and is to fly in demonstration before expert air representatives of the Chinese National Government. This is a craft equipped for army co-operation and reconnaissance work, armed with machine-guns and able to climb to a height of 16,400 feet (5,000 metres) in thirteen minutes. Its cruising speed, with the Bristol "Jupiter" air-cooled radial 500 horsepower engine running at normal speed, is 126 miles an hour.

The machines ordered by the Irish Government closely resemble the demonstration plane sent to China, but are equipped with a single "Jaguar" radial motor instead of the "Jupiter" unit. Thus powered the maximum speed of the craft is about 160 miles an hour. Aeroplanes of this type are employed also by the Bolivian air service for operation from Alto La Paz, the highest aerodrome in the world, which is located 13,000 feet up in the Andes. There the "Vespa," specially modified to cope with the difficulties of flight at such heights, flies daily in conditions unlike those governing the activities of any other air service in the world, taking off regularly at a height which is near the ceiling reached by many types of commercial aircraft.

FIRST FLIGHTS.

DO NOT ALWAYS MAKE FEARLESS FLYERS.

It was all Humphrey's fault, and nothing that he can possibly say will prevent me from agreeing with myself on this point. He has said a good deal already, but I am adamant.

He came to lunch with me. We had one cocktail and one pint of beer apiece, and he talked. He is one of our intrepid birdmen, doing so much to make this country air-minded. He made me hot-air minded: before I knew where I was I had got into a car, been whisked off to an adjacent aerodrome, and was cheerfully filling in the space marked "Next of kin" on the form which they put before me. I also exonerated anyone from any blame for any imaginable thing that might befall me.

I was then invited to enter the aeroplane, and I accepted the invitation, but not now entirely cheerfully. Humphrey, however, had his eye on me. Various controls were pointed out to me, and I was promised further explanations in the air. "We went into the air."

The process struck me as being distinctly unpleasant. First of all Humphrey taxied the aeroplane across the aerodrome, and although I had imagined all aerodrome surfaces to be like the centre court at Wimbledon, this idea was proved to me to be entirely erroneous. No doubt it was excellent for my liver, but I could not help thinking of those electrical machines, made for the purpose and definitely safer.

Humphrey then turned the aeroplane and I had my first shock. I happened to be looking down at the lever which advances or retards the throttle, one of those things which had stuck in my mind when pointed out to me only a few minutes before. It suddenly jerked itself forward, through no visible means at all, and I began to understand the meaning of that proviso in insurance policies marked "Act of God." It was only later that I remembered dual control.

At the same moment the aircraft leapt forward and the noise became deafening. Much more disturbing, the hangars in the distance began to approach at remarkable speed. I cursed myself for a fool. There was no doubt at all as to where the sting of death came in, but obviously there was nothing to be done at that stage—the grave would have its victory. I resigned myself to my fate, and wondered if my wings would itch when they began to grow on my shoulder blades.

Then, as abrupt as the rush and noise had started, all humming ceased. Astonished out of my acceptance of what appeared to be the inevitable, I looked over the side and promptly looked back again, fixing my eyes firmly on the back of Humphrey's head. There was no doubt about it at all: we were in the air. Unable to restrain my ghoulish curiosity I again looked over the side, and saw that we were passing over the hangars and gaining height rapidly. I realised that the sensation did not appeal to me; but, game to the end, tried to remove the very firm grip of my fingers from the side of my seat. It looked fragile.

Humphrey's voice came over the earphones:

"Can you hear me?"
"Yes, thank you."
"Good. Take hold of the joystick."

I did. The wings on my left immediately left my range of vision altogether until I opened my eyes again. By that time Humphrey had got the aircraft straight. His voice once more came to me over the phones:

"Gently! Gently! Now take hold of the stick between your fingers and note what happens when I move it."

A lot happened when he moved it. A little to the left and I had an excellent direct view of a reservoir. A little to the right and I saw a pretty little copse of trees. A little back and I had an uninterrupted view of sky. A little forward and I saw nothing: I had shut my eyes again. Earth looks hard when it is rushing up at you.

"Right," said Humphrey's voice. "Easy, isn't it? Now put your feet on the rudder bar."

I put my feet on the rudder bar, but I took the precaution of shutting my eyes before I did it. When I opened them again we seemed to be still alive, and Humphrey's voice confirmed this impression a moment later.

"If you want to turn to the left, push the stick over to the left and push your left foot forward. Like this."

We turned.

"Now," said Humphrey. "You fly the thing. Keep the nose on the horizon. Carry on."

"No," I said firmly.

But even as I said it I saw a sight which made my hair stand right up on end. Humphrey, in the front cockpit, had lifted his hands above his head.

"Easy, isn't it?" said his voice. I could not speak, so I took the leastly stick.

"Don't drop your nose," said Humphrey.

I pulled the stick back. We rocketed up into the air. I pushed it forward. We shot down towards the ground. Eventually I found the horizon again, but not until I had made it quite clear to myself that I had no leanings towards air-sickness.

"Humphrey..." I said croakily.

"Splendid, old man. I thought you were going into a spin, but you got out all by yourself."

"Humphrey..."

"That's fine. Look, you're doing it all alone."

The loathsome fellow put his hands above his head again.

"Humphrey..."

"Yes!"

But in my agitation I had pulled the mouthpiece off the speaking tube.

"Humphrey!" I screamed. "For God's sake take over the thing!"

"What?"

I took his life out of my hands. I let go everything and yailed.

I had not long to wait. In rapid succession I saw a green field and lime trees hurtling towards me, nothing at all, and at long last the horizon.

"Well," said Humphrey, when we had landed again. "Grand isn't it. Made up your mind to learn?"

"I have made up my mind," I said firmly.

There is no point in being lucid with an intrepid birdman such as Humphrey.—GERARD FAIRLIE in the Morning Post.

UNIVERSITY OF THE AIR.

AT HAMBLE NEAR
SOUTHAMPTON.

This month a new international flying school which can fairly claim to be a "university of the air" is to open its door at Hamble, near Southampton. The courses of instruction, both theoretical and practical, and devised to cover a very wide field in the flying of land and seaplanes, and on the service side reproduces in a civilian organisation the entire system of training adopted by the Royal Air Force.

Thus, in addition to full instruction in piloting and navigation the course intended for service pilots of little or no previous experience embraces instruction on engines, rigging, meteorology, airmanship and the theory of flight. Special courses may be arranged in "instrument" (or "blind flying"), in night flying, and other branches of service and commercial or private flying.

Foreign Students Welcome.

The scheme is designed to appeal particularly to service officers from foreign countries, who in the space of a few weeks or months may learn all that the Royal Air Force could teach them about their jobs. The chairman of Air Service Training, Ltd., the company running the school, is Air Marshal Sir John Higgins, who till recently was Air Member for Supply and Research of the Air Council, and the school commandant is Group Captain R. J. F. Barton, an officer of high Royal Air Force rank and a distinguished service record. Every one of the instructors is an ex-officer of the R.A.F. and each possesses a high reputation for skill and knowledge.

Four types of land planes and three types of seaplanes are included in the fleet of school machines, the pupil who takes a full course beginning with instruction on a light aeroplane or a service training plane and proceeding to army co-operation craft and fighters.

Land and Sea Flying.

The school will be conducted on lines similar to those obtaining at a British service squadron, the pupils being accommodated in permanent buildings with a mess, separate sleeping quarters, a private room for each pupil, garage, and so forth. Overhaul and repair of aeroplanes and engines will be done in works located on the spot. The aerodrome, two hundred acres of level turf, adjoins a stretch of Southampton Water eminently suited for seaplane training flights.

Full instruction is provided for commercial and private as well as for service pupils. At the end of his course each pupil will be set a final examination, success in which will gain him a certificate likely to occupy a place in aviation similar to degrees won by students at the world's leading universities.

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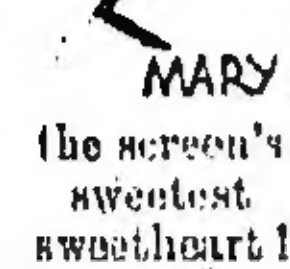
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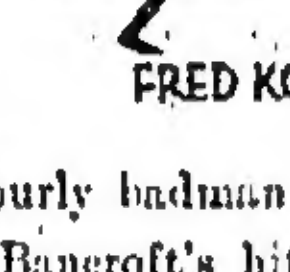
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a fighting lover
you can't resist!

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the screen's
sweetest
sweetheart!Zane Grey's
"THE LIGHT OF
WESTERN STARS"

HARRY GREEN

The comic
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COMEDY THRILLER!

HARRY LANGDON

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BESSIE LOVE

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THIRSTDirected by
William CraftBooking at Anderson's and
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10.30 and 11.30.

LOCAL MAPS

Peak District,
Kowloon,
Victoria,
New Territories.

HONGKONG DAILY PRESS.

TO-DAY'S WIRELESS
PROGRAMME.BROADCAST BY Z.B.W. ON
355 METRES.11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Weather report, local time.
1.30 p.m.—Rugby Press news, etc.
2 p.m.—Close down.5 to 7 p.m.—Chinese programme.
6 to 6.30 p.m.—Chinese children's
programme.7 to 10.30 p.m.—European pro-
gramme of Victor records sup-
plied by Messrs. Tsang Fook
Piano Co.

7.42 to 8 p.m.—

Variety.

Orchestral—"Mi Nostalgia"
(Homesick).—Marek Weber and
his Orchestra.—V-2-A.Orchestral—"Paquita".—Marek
Weber and his Orch.—V-2-A.Vocal Duet—"Hoosier Hop."
Vocal Duet—"I'm Following
You!"—The Duncan Sisters.—
22269.

Song—"Where Can You Be."

Song—"You May Not Like It."

Jack Smith (Whispering Bar-
itone).—22443.

Piano Solo—"I'm Yours."

Piano Solo—"If I Could Be With
You One Hour To-night."

Hurley Kaylor.—22570.

Chorus—"Blue Again."

Chorus—"Lady Play Your Man-
dolin."—The Revellers.—22622.Song—"Desert Blues."—Jimmie
Rodgers with Guitar.—V-40096.

7.42 to 8 p.m.—

Talkie and Musical Comedy Tunes.

Gems from "Rio Rita."

Gems from "My Maryland."—
Victor Light Opera Company.
—35816.

Gems from "The Desert Song."

Gems from "Countess Maritza."—
Victor Light Opera Company.
—35809.8 p.m.—Local time, weather report,
etc.

8.05 to 8.30 p.m.—

Waltzes.

"Unrequited Love" (Lincke).

"My Hero" (Strauss).—Internat-
ional Orch.—35003.

"Wedding Dance" (Lincke).

"Blue Danube" (Strauss).—Inter-
national Concert Orch.—35927.

"Beautiful Night" (Offenbach).

"Spring Song" (Mendelssohn).—
International Concert Orch.—
35838.

8.30 to 8.43 p.m.—

Organ Solos.

"Prelude in E Flat" (Saint-
Saens)."The Swan" (Saint-Saens).—Mar-
cel Dupre.—1430.Meditation from "Thais" (Mas-
senet-Crawford)."Souvenir" (Drdla-Crawford).—
Jesse Crawford.—22155.

8.45 to 9.14 p.m.—

A Concert.

Song—"Waiata Maori" (Alfred
Hill).Song—"Maori Slumber Song"
(Princess Te Rangī Pā).—
Frances Alda (Soprano).—1330.Violin Solo—"Ruralia Hungaria"
(Dohnanyi).—Fritz Kreisler.—
1428.Song—"Pais Azul" (Fairy Land)
(del Moral).Song—"Pais Por El Abiamo"
(On the Abyss) (del Moral).—
Jose Mojica (Tenor).—1283.Piano Solo—"On the Banks of
the Danube" (Kurucz).—John
Kurucz.—V-12.

Song—"Parla Valse" (Arditi).

Song—"The Gipsy and the Bird"
(Oxenford and Benedict).—
Madam Galli-Curci (Soprano).—
1267.

Orchestral—"Serenade" (Strauss).

—De Groot and the Piccadilly
Orch.—V-0.Instrumental Trio—"Down in
the Forest" (Sir Laundon Ron-
ald).—De Groot Trio.—V-0.Song—"Napolitana" (Fair
Maiden of Naples) (di Gio-
corno-Mario Costa).

(Continued at foot of next column.)

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ROYAL TOURISTS IN
UNITED STATES.5,000 MILES TOUR OF
COUNTRY.Washington, April 29.—Prince
and Princess Takamatsu, to-day
visited the Friends' School here.
It was at the Friends' School that
Her Imperial Highness, Princess
Chichibu, the former Miss Seton
Matsudaira, daughter of Mr.
Tameo Matsudaira, Japanese Am-
bassador to the Court of St. James,
studied when her father was
Japan's envoy to the United States.After visiting the school Prince
and Princess Takamatsu spent
several hours at the National
Museum.The Imperial Japanese party, is
soon to leave Washington begin
a 5,000 miles tour of the United
States and Canada before sailing
for Tokyo from San Francisco
aboard the steamship Chichibu
Maru on May 25.Song—"Oh How Can I Forget"
(Marvasei-Barthelemy).—Tito
Schipa (Tenor).—1415.Violin Solo—"Minuet in G"
(Beethoven).Violin Solo—"Serenade in G
Major" (Arensky).—Mischa
Elman.—1434.

9.44 to 10.30 p.m.—

Orchestral.

"Irish Rhapsody" (Victor Her-
bert).—Victor Symphony Orch.—
35997.(This record is by special
request)."Spanish Dance" (Granados).—
New Light Symphony Orch.—
33077 and 33078."Triana" (Albeniz).—New Light
Symphony Orch.—33078."Two American Sketches"
(Thomas Grisselle).—Victor
Concert Orch.—36000."Song of the Bayou" (Rube
Bloom).—Victor Salon Group.—
36000."Rustic Wedding Symphony"
—"Bridal Song" (Goldmark).—
Victor Concert Orch.—35983.

10.30 p.m.—Close down.

RUSSIAN-WOOD NOT
WANTED.CITY FIRM ON OTHER
SUPPLIES AVAILABLE.An important letter from a firm
of timber importers, pointing out
that there is no necessity for the
importation into of Russian wood,
and appealing for a boycott of it,
was received by the Morning Post.
The letter was written by Mr.
W. Dahl, of Messrs. Dahl and
Company, timber agents in the
City."Russian timber is bought chiefly
in the United Kingdom," it states,
"because Russia can supply good
quantities of wood suitable for
manufacturing into joinery, such
as window sashes and frames,
mouldings, doors, &c., on account
of its mild nature and absence of
large knots, but as regarding other
building wood material suitable for
joists, scantlings, &c., the trade
can get all it wants from the pre-
sent large landed stocks and to ar-
rive during the year from Scan-
dinavia, Finland, and other Euro-
pean States, which countries do
not employ slave labour.""This also applies to floorings,
matchings, shavings, doors, pit-
tops, staves, plywood, pulpwood,
wood-pulp, boxboards and shooks.
As regards joinery wood, we can
get nearly all we want from the
landed stocks here and to arrive
from Scandinavia, Finland and
Canada.""The demand for houses is falling
off, and it looks as if the consump-
tion of all kinds of building wood
will be much less this year.""For three or four years after
the Russian revolution no Russian
wood was imported into this coun-
try, though the demand for joinery
wood and all kinds of building
wood was much bigger than it is
to-day, so that if we could do with-
out it then, we could do without
it now. It is true that certain
big timber firms stand to benefit
by the importation of Russian
wood, but it is certainly not to the
benefit of the general economic
position in this country.""The Soviet are boasting that they
paid last year £200,000 in freight
to British shipowners and £300,000
to British coalowners, for bunkers
to bring along this timber; but this
benefits only a small minority of the
coalowners, shipowners, and ship-
brokers, as the bulk of this business
was given to only one or two firms."BRITAIN'S NEED OF
AERODROMES.

TOWN PLANNING REPORT.

An Aerodromes Committee of the
Royal Institute of British Ar-
chitects was formed in 1925, and
it includes representatives of the
Air Ministry, the Ministry of
Health, Imperial Airways, and
other interests. The programme of
business is comprehensive, and fi-
nally a complete report will be pub-
lished and an exhibition held.From the first interim report of
the committee the following points
emerge:Great Britain cannot be consid-
ered to be adequately equipped for
flying for the next ten years until
there are landing fields of suffi-
cient size for safety, properly mark-
ed, at intervals of not more than
twenty miles. Along heavily used
air routes the intervals should be
less. In America ten miles is re-
garded as the minimum.In the selection of aerodromes
consideration should be given to
the direction of the prevailing
wind, and a windward site chosen,
in order that the least trouble
should be caused by drifting smoke
and dust.Great Britain is benefited by ex-
tensive grass lands, which obviate
the costly expedient of artificial
surfacing with oil and tar dress-
ings and concrete runways, exten-
sively adopted in the U.S.A.Surroundings should be free from
obstructions, and in the vicinity
of aerodromes telegraph and tele-
phone wires should be underground.
Where this is impossible "gaps"
should be arranged, giving a low,
clear entrance and exit in certain
directions.In view of the rapidity of build-
ing operations all over the coun-
try it is advisable that municipali-
ties, in their own interests, should
take prompt measures, under ex-
pert advice, to reserve land for
this purpose. This is now at least
a duty, and ere long it may be a
compulsory obligation.Smoke abatement measures should
receive urgent attention.

THE SILVER SCREEN.

QUEEN'S THEATRE.

"BILLY THE KID."

Two young Boy Scouts of Cedar
City, Utah, are now the centre of
admiring glances from the fellow-
scouts of their town. For they've
"been in the movies."King Vidor used the two young-
sters, twelve and fourteen years old,
to signal his cameraman, situated
four thousand feet above him on a
towering cliff of the Zion National
Park, for scenes in "Billy the
Kid," now at the Queen's Theatre.As it was four miles up a steep
cliff to the cameras, hours of time
were saved by using the scouts and
their wig-wag flag code. The boys
carried the suggestion of the chief
cinematographer, on the cliff, to
Vidor, below, as to whether one
thousand head of cattle should be
driven by the road or by the river.
The choice was left to the
cameraman, for only he could tell
the light conditions at his elevated
post. The decision was "by the
road" and the scouts flagged Vidor
the instructions accordingly.The scene with the immense herd
of cattle opens Vidor's picture, a
cross-section of the life of the most
discussed character of the old Wild
West, the fast-shooting William
Bonney, alias Billy the Kid."The Kid" is interpreted in
the picture by John Mack Brown
while Wallace Beery plays Sheriff
Curritt. Kay Johnson has the
feminine lead and Karl Dane is
seen in a comedy characterization."THOSE THREE FRENCH
GIRLS."Whenever making motion pictures
gets dull, Harry Beaumont ought
to be able to get a job running a
modiste's shop or staging fashion
shows.In his last picture, Beaumont
drew gasps from feminine mem-
bers of audiences with a sensational
style revue in "Our Blushing
Prudes." Now in "Those Three
French Girls," which will open to-
morrow at the Queen's Theatre, the
noted Metro-Goldwyn-Mayer direc-
tor presents new modes and models
in, the ultra-fashionable Paris
modiste shop scenes.Reginald Denny and Fifi Dorsay
are featured in the hilarious cosmo-
politan farce-comedy and the sup-
porting cast includes Cliff (Eckle-
ke) Edwards, Yola d'Avril,
Sandra Ravel, Edward Brophy,
George Grossmith and Peter Gar-
thorne.The story is an original one with
dialogue by P. G. Wodehouse,
noted British humorist.

CENTRAL THEATRE.

"THE LIGHT OF WESTERN
STARS."Blood of the mounts that carried
the Spanish conquerors into West-
ern United States four centuries
ago runs in the veins of the equine
cast of Paramount's newest
dialogue thriller of the outdoors,
"The Light of Western Stars,"
with Richard Arlen, which will
show at the Central Theatre, start-
ing to-day for three days.In 1535, Francisco Yaquez de
Coronado, Spanish conquistador,
penetrated inland to what are now
the states of Nevada, Arizona and
New Mexico, searching for the
fabled Seven Cities of Cibola.
Many Arabian horses escaped from
his caravan, forming wild herds
which, augmented by strays from
other caravans, overran the frontier
lands of Nevada, Arizona, Utah
and New Mexico.Several years ago, Jack Moore,
foreman of the 2700 acre Paramount
ranch in the Malibu mountains
near Hollywood, made a foray into
Nevada and captured a large num-
ber of wild colts. He now has a
cayuse herd of more than 200. They
were employed in the round-up and
stampeded scenes of Zane Grey's
popular story.MOVIELAND
FEATURES
FOR
THE WEEK

QUEEN'S

FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20BILLY the
KIDwith
John Mack
BROWN
Wallace
BEERY
Kay Johnson
Karl DaneSPECIAL
GRAPHIC SCENES
OF
LOCAL TRAIN
DISASTER

NEXT CHANGE

PARIS
BOUND!Embark
on a voyage
of this fall
with FIFI DORSAY
Reginald DENNY
CLIFF EDWARDS, YOLA
D'AVRIL, SANDRA RAVEL,
GEORGE GROSSMITHTHOSE
THREE
FRENCH
GIRLS

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The Chinese Restaurant was established in 1924 at the British Empire Exhibition at Wembley, London. After returning to Hong Kong, the Restaurant is now being carried on at No. 26, Des Voeux Road, Central.

The dishes of the following menus are prepared in an excellent method of Foreign and Chinese Cooking by our special Chef. We take pleasure in offering the following specimen menus for the consideration of our patrons:—

MENU

1. Stewed Sharkfins with Sliced Chicken.
2. Roasted Fowls Rolls.
3. Steamed Pigeons and Ham.
4. Milk and Almonds, Sweet Gruel.
5. Steamed Glutinous Rice Stuffed with Lotus and Sweet Mixture.

Price:—\$1.50 per dinner per person (one portion each person).

MENU

1. Stewed Sharkfins with Sliced Chicken.
2. Roasted Fowls Rolls.
3. Fried Sea Snails and Chicken Liver.
4. Steamed Pigeons and Ham.
5. Milk and Almonds, Sweet Gruel.
6. Steamed Glutinous Rice, Stuffed with Lotus and Sweet Mixture.

Price:—\$2.00 per dinner per person (one portion each person).

Note:—Patrons can choose another dish of Steamed Rice Mixture or Noodles in Rice Soup or Fancy Pastry instead of Steamed Glutinous Rice, Stuffed with Lotus and Sweet Mixture.

"A la Carte"

There is a special à la carte menu in English, from which patrons can order other dishes, the charges in all cases are very moderate and you can choose according to your taste chicken, duck, swabi, sharkfins, pigeon, bird's nest soup, boiled and fried grouper, as well as many other delicacies too numerous to enumerate.

Special arrangements can be made for wedding feasts, dinners and tea parties at special prices, and discount will be allowed for charitable organizations and for School treats.

Ma Jong sets are ready for patrons desiring to play this fascinating game, free of charge. Dancing and Chinese Music arranged at the request of patrons.

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BOOKS and READERS

"ELIZABETH'S" NEW NOVEL.

FATHER. By the Author of "Elizabeth and Her German Garden." Macmillan, 7s. 6d. net.

This new novel by the author of "Elizabeth and Her German Garden" takes its title from a character who is kept relatively in the background. Mr. Dodge, though in fact a very distinguished man, is comparatively inconspicuous in the fiction. His daughter, Jennifer, and the circle at Cherry Lodge into which she is introduced, now that he has taken to himself a new young wife, Netta—

Papa is wed, and I am free, O blessed state of liberty!

Jennifer, and the small new world into which she is thus enlarged, are a foreground group behind which the celebrated Mr. Dodge is somewhat hidden. But his presence is always felt. Though there is little direct portraiture of him, we are made indirectly aware of him. We know a shrewd deal about him before he dies off. And this handling and management of the Father illustrates an eminent gift of the author—a gift of pervasion, of penetrating and spreading through the mass of her creation with certain ideas and feelings and the cross reflections of its figures, contributing to a rich effect.

But for this, "Father" would be too slight a story to justify so large and leisurely a canvas. After years of slavish attendance, as secretary and typist, on her widowed parent, writing his exquisite descriptions in grim Gower-street, Jennifer, having packed him and young Netta off on a honeymoon in Norway, glimpses for herself freedom, personal freedom, the right to be alone, to relax and be natural. For a brief moment she realises her vision in Rose Cottage, in Cherry Lodge, rented from the youthful vicar, James Ollier, and his sister Alice. Across her dream flickers the new figure of love in James Ollier's guise—and he, too, has his embarrassing struggles for freedom from Alice's tyranny. It lasts for less than the space of the honeymoon. Yielding to a whim of Netta, Mr. Dodge has taken her no further than Brighton, and there she leaves him. May disillusioned about November. Angry, resentful, ill, but filled with a new sense of values in his work, Mr. Dodge returns to claim the devotion of Jennifer, whose aspirations after freedom he has regarded as the stupid whim of woman, and Jennifer, caught up in the old obsession of duty to her father, is back again in the servitude of Gower-street.

Final release, indeed, awaits her, but not before the author has made her point, in that skilfully revealed figure of the Father in the background. His lines are bitten deep in the scene, from which he himself is absent, when the young wife discusses him frankly with his embarrassed daughter. More even than in her women's portraits the author shows penetration in her men's. And throughout the whole story is a pervasive charm. All its incidents are lapped by a perceptive humour, and those at the Cottage with an idyllic grace. There is about it a singular mellowness.

BOYS AND BOREDOM.

STANTON. By Desmond Coke, London: Chapman and Hall, Pp. 393. 7s. 6d. net.

A duel, prolonged for fourteen years, between elderly pomposity and youthful high spirits and between the conventional type of boarding school and a more elastic substitute is the double theme of Mr. Coke's new school story. Humbug and boredom have always been deadly poisons to the spirit of youth, and the present generation is particularly aware of and restive under their malign infection, though a motto for this book might well have been taken from the recalcitrant Wordsworth in his Cambridge days, where he speaks of

Decency and Custom starving Truth, And blind Authority beating with his staff

The relation between "Windy," the head master of Stanton, and Rex Gordon, his intractable pupil and self-chosen supplanter, is the queer fascination of two strong foes for one another. Gordon is of "the precocious, full of beans type," quick-witted, stubborn-willed, but "a butterfly without direction," as his would-be mentor puts it. He has known no mother, which probably accounts for much of his graceless ebullience, and even his first house master, the one sensible master in the story, finds him "a prickly little beast." "Windy," admittedly a chameleon, is an almost incredible figure. That a "successful" head master should act and speak as idiotically as he does on occasion deprives the conflict of much of its interest. And what a staff! To the senior boys they are "a body of blighters who have lost their humour," to Gordon, when from poacher he has become gamekeeper and tries to consult them, they are "an audience of flippant idiots, all anxious to escape for a smoke before their next school duty." Few to-day are the galled jades that will wince at such a picture. But there is plenty in the book to interest and stimulate all who are concerned with life at modern boarding schools, and there is hardly a problem relating to them about which Mr. Coke has not something wise and penetrating to say; why "Sooner" is preferable to "Rugger," though not a better game, for instance. Gordon's, and presumably Mr. Coke's, ideal school is to be limited to a hundred boys, set in beautiful surroundings—there must be trees, without compulsory games, supplying a diversity of interests for all, and ruled by a benevolent and wise autocrat. Will there ever be suitable surroundings and autocrats enough to go round?

THE SEARCH FOR PEACE.

We had Wilson's "Fourteen Points," now we have Sir Leo Chiozza Money's, which are intended to create the peace the Wilsonian ones failed to do. In "Can War be Averted?" (Thornton Butterworth, pp. 293, 10s. 6d. net) there is a good deal of platitude in the description of possible sources of war in the contemporary world, from badly-frontiered Europe to undeveloped lands in the tropics, and very little space left in which to develop a positive programme. When it comes to it, in its conclusions, "Peace by contentment" is Sir Leo's formula, and he seeks to get it by a reform of the League of Nations, universal compulsory arbitration, with the League an arbitral body in political disputes, cancellation of war debts, equality of economic opportunity, rectification of frontiers, restoration of the German colonies, reduction of all armaments to "police strength," freedom of the seas, internationalisation of "strategic points," promotion of migration by the League, employment of condemnation by the League in disputed territories, freedom of commerce with no monopolisation of raw products, and colonisation of lands under-populated—a programme full of hope which will take a century to realise and which needs in its explanation a volume twice as big as that in which he expounds the conditions which make its adoption necessary. Sir Leo has written a challenging book, but the spirit of it is much finer than the performance.

BRITAIN'S GREAT STRIKE.

THE GENERAL STRIKE. By Wilfrid Harris Crook. London: Milford (for University of North Carolina Press.) Pp. xvi. 6s. 2s. net.

Professor Crook has written a volume of nearly seven hundred pages on the general strike—"a study of Labour's tragic weapon in theory and practice," as his subtitle puts it. He starts with the Chartists' general strike of 1849, surveys the theoretical discussion of the idea in France, and then describes various examples of the political or large-scale strike in Belgium in 1913, in Sweden in 1902 and 1909, the Russian strikes, the British strike of 1926, the strike against the Kapp Putsch, the Winnipeg and Seattle strikes of 1919, (Continued at foot of next column.)

AIRSHIPS: AN INDICTMENT.

(Continued from Page 1.)

R.101 began to fly. And this is perhaps the most extraordinary part of the Simon Report. It shows that, while the public was being regaled with stories of the excellence of the vessel, of her good behaviour in all weather conditions, of her speed and stability, of her airworthiness and, above all, of her safety, the officers in charge and the higher authorities at the Air Ministry were in fact in a state of almost continuous perturbation over faults which developed at various times.

Of these faults, all information of which was so well kept from the public, the most serious, as subsequent events have shown, was the leakage of gas from the gas bags. After the gas bags had been let out to increase lift and the new bag had been added the bags chafed against the surrounding structure and developed leaks. Some of the officers and inspectors were seriously concerned about these leaks and perhaps delay; a halt would have been called to the trials to reconstruct the vessel with the aim of eliminating the trouble.

But the airship programme had by now achieved a fatal momentum. The public was beginning to gain confidence. There were political ends the airships could serve. Another check would have been serious, so the flight to India was undertaken.

Over Beauvais, not long after a last wireless message had been sent which included remarks about dinner and cigars—designed to increase the growing public confidence in airships, the R.101 met a strong wind and a gusty wind with what the airman calls "bumps." She was already heavy with rain and is now supposed, she had been losing gas from the forward bags. She was flung to the ground and caught fire.

The safest airship ever produced by the finest engineers and flown by the finest airship pilot the world has seen—for Major Scott was that—had crashed. That crash alone would have been insignificant. But it was but one in a line of almost equally disastrous accidents to airships.

It was a perfect example of history repeating itself and it had been predicted almost exactly as it happened by many writers including myself ["Aeolus, or the Future of the Flying Machine"]. It has been said, and it will be said again to-day, with the fine heroism of the look-on, that Englishmen do not run away and that this accident must be regarded only as a spur to further efforts. The remark about progress and people not "dying in vain" will be made in many quarters. And there is nothing to be said against the construction of more airships and, if necessary, larger airships, provided only the public is not required to share in the expense of building them.

With the proved and practical aeroplane and flying boat starved of money, the Government must not again be permitted to spend public funds on any further airship experiments.

the Shanghai strike of 1925, and the Vienna strike of 1927. It is a painstaking compilation, valuable in the main for its assemblage of a great deal of information otherwise hard to come by. The author, however, displays a tendency, not uncommon in overambitious American studies, to treat all printed sources as of equal worth. Newspapers are, of course, invaluable sources for contemporary history, but they need to be used with great discrimination. English and American papers may be very well informed, but it would not occur to most of us, least of all of journalists, to treat them as first-hand authorities for events in Sweden, Russia, Holland, and Austria. The book gives a very long account of the British general strike and the events which led up to it. In spite of the detail, the British reader has the feeling that the last word is far from having been said. A survey, however thorough, of the published documents and the polemical literature that followed the strike still leaves a great deal unexplained and obscure. Historical truth, even in the trade union world, is not always to be found at the mouth of the well. The spirit of the events of 1926 has been more successfully caught by a recent French writer, Professor Delattre, in "L'Anglisme d'Après Guerre et le Conflit Houlidor" (Paris: Armand Colin, pp. xiv, 224, 35f.). A. P. W.

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11 A.M.

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TERMS:—CASH ON DELIVERY.

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WEDNESDAY, APRIL 29,

COMMENCING AT 10.30 A.M.

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On View From TUESDAY, the 28th APRIL, 1931

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ON

SATURDAY, MAY 2, 1931,

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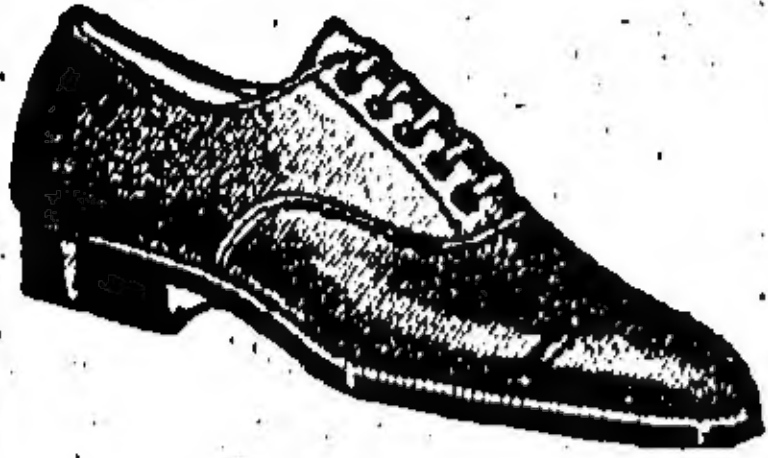
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THE FUTURE OF AVIATION.

TIFFIN IN SHANGHAI: DINNER IN HONG KONG!

FLYING-BOAT MOST SUITABLE UNDER LOCAL CONDITIONS.

Squadron Leader P. C. Wood, officer in command of the R.A.F. in Hong Kong, gave a very instructive address at the Rotary Club Luncheon yesterday. The speaker chose as his subject "The Flying Boat" and pointed out the comparative safety of this type of aircraft. He also pointed out the successful achievements of the flying boat in the past and said that this was the most suitable type of aircraft for a place like Hong Kong where landing grounds were so few and far between. Commercially also, the flying boat was more suitable than the aeroplane or seaplane.

Squadron Leader Wood visualized the time when a flying boat would be able to cross the Atlantic with 300 passengers in 24 hours and added that in future it was quite probable that the people in Hong Kong could go to Shanghai for tiffin and be back here for dinner.

The Hon. Mr. W. E. L. Shenton, Chairman of the Hong Kong Flying Club, in thanking the speaker for his address, expressed the indebtedness of the Flying Club to the R.A.F. for all the assistance and advice they have given since the Club came into existence.

INTERESTING ROTARY CLUB LECTURE.

Squadron Leader P. C. Wood's address was as follows:—I am asked by Mr. Shenton to address you on the subject of aviation. I am afraid speech-making is not my strong suit, but I will endeavour to interest you on a small part of the subject for a few minutes. Of course aviation is a very big subject so that I have selected a branch of flying which I think is the one which will be of more interest than any other to this Colony in the future and that is the subject of "Flying Boats."

Most of you are probably quite clear as to what a flying boat is, but for the benefit of any who may not be, a flying boat is an aircraft made up of a hull, either mahogany or metal, with the usual superstructure in the form of wings, etc. It differs from an ordinary boat seaplane in that it rests on the water on the hull as an ordinary ship and not on two floats.

Flying boats are now in use as commercial craft between Genoa and Alexandria and also down to Khartoum and work very satisfactorily. In the Royal Air Force we have four squadrons.

The advantages of flying boats over landplanes are that whenever sea crossings are to be made they obviously are safer than aeroplanes and it is probable that they can and will be made much bigger than aeroplanes, as the space available on water is unlimited and a long take off is not such a disadvantage as with an aeroplane where aerodynamics must of necessity be limited as to size.

There is a German boat which has flown satisfactorily with 169 passengers on Lake Constance. This is the Dornier DOX fitted with twelve engines. As regards our own British boats; the one in use at the moment by Imperial Airways is the Calcutta (three engines) made by Shorts, Rochester, but we have many types in course of experimental flying now, and I can assure you that we are in no way behind any country in the world as regards this very important side of flying. In fact, I say we are in advance.

25,000 Mile Trip.

The flying boat mostly used at present in the Service is the twin engine Southampton flying boat, the same type which flew from England in 1927 round Australia to Hong Kong and back to Singapore (some 25,000 miles) without any trouble at all. This flight, gentlemen, was in no way a "stunt" but was carried out as a service flight without any anxiety as to the result.

But these Southamptons will soon be replaced by some other type with a greater range. In fact one boat in my mind at the moment, made by Short Brothers of Rochester, will have a range of 2,000 miles, twenty hours flying at a cruising speed of 100 miles per hour. With such a range you will see that it is possible to fly from England to Hong Kong on an all "Red" route by way of Gibraltar, Malta, Port Said, Aden, Karachi, down the Indian Coast, to Singa-

pore and Hong Kong, making the last lap in 15 hours non-stop and all this with the aid of an automatic gyro pilot (of which you may have read in the papers.)

This is not a dream of the future, gentlemen, it could be done now, but of course money is the great thing we are up against in producing these huge boats and they cost anything between £25,000 to £35,000 each.

I would like you to picture a squadron of flying boats in the near future with a mother flying boat which is under construction at Vickers Works at the moment. The mother boat will have a span of 170 feet and she will draw something like five feet of water. The object of the mother boat is something like the Medway to the submarine; she will go round with her squadron and carry spares, including spare engine and staff, etc. She will be flying in the very near future and is actually bigger than the DOX, the German boat.

The Smaller Type.

I would like to say a few words as regards the smaller craft of the flying boat type. This sounds rather like an advertisement speech, but our own firms at home are so important that we cannot lose an opportunity of bringing their names forward. Messrs. Saunders, Roe, of Cowes (Isle of Wight) have specialised in this type of craft and they have built one, the Cutty Sark, which is used by many private owners and passenger-carrying firms for carrying small numbers of passengers (3 or 4) and ply for hire like taxis between the Channel Islands and Southampton. They cost £3,000 as compared with the larger craft. They withstood their mooring test just as the big craft did and were very good in the air. Such boats as these, I contend, would be a suitable type for use in this Colony. They are built as amphibians and by merely pulling on a lever you lower the wheels and you can land on the sea or on land. Another type, slightly larger, carry from six to eight passengers and some of these boats have been bought by a company formed in New Zealand, carrying passengers between the two Islands. These are the sort, I suggest, which would be the most suitable for use in Hong Kong.

I have chosen the subject of "Flying Boats" because I feel so many people do not know what a flying boat actually is. One sees in the newspapers (with all due respect to them because they make mistakes at times) that a flying boat is a boat which flies. It is not a seaplane or an aeroplane. It is a boat and there is a great deal of difference. You cannot leave a seaplane at the mooring and an aeroplane, as I know to my cost, does not float. In a country like this where landing grounds are very few and far between as we have only Kaitiack and Kwanti Races Course, which is a very doubtful landing ground, a flying boat is the obvious solution. I am not exaggerating when I say that it would not surprise me in the least for a flying

boat to fly the Atlantic with 300 passengers in 24 hours. It may happen that you in Hong Kong may be able to go to Shanghai for tiffin and back here for dinner.

I have referred to the flight to the Far East by the R.A.F. Squadron and I said then that it was an ordinary flight and not a stunt. By that remark I do not want to belittle the wonderful efforts of Sir John Alcock and Sir Witten Brown in flying the Atlantic so many years ago that we have now forgotten all about it; Colonel Lindbergh, Miss Amy Johnson and the Hon. Mrs. Victor Bruce and many others. In spite of their valour, it must be acknowledged that the feats performed by them were undertaken at great hazards and they would not be undertaken as an everyday affair. I do say that these same flights, undertaken by multi-engined and reliable flying boats over the sea would cease to be hazardous and hence become ordinary flights and that is where the flying boat comes into its own.

As you remember, Sir Alan Cobham flew round the coast of Africa. He was a very excellent pilot but had never flown a flying boat in his life before. He performed the trip and came back to England with the flying boat without any trouble whatever. What we want to avoid is stunt flying of any sort. This should be discouraged in order to encourage air-mindedness. I say this because I think that aviation as a form of transport must not be a stunt. It must be normal. Whenever you have sea-crossings of any great length, an aeroplane will sink but a flying boat will not.

So much for flying boats. Now, gentlemen, if you will bear with me for a few minutes, I would like to deal with another form of flying which I have often been asked about, namely, landing on the deck of an aeroplane carrier. Some people cannot understand how an aeroplane can land on such a small space as the deck of H.M.S. Hermes. The answer is this. The ship steams direct into the wind, creating a relative wind over the deck, that is to say on a still day if the ship is steaming at 20 knots you have a wind of twenty knots over the deck. The aircraft then, approaches from the stern and lands on the middle of the deck and the relative wind created by the ship's movements will pull the aeroplane up. In fact, where there is a fairly strong wind blowing there are cases where the engine has to be opened up a little in order to prevent the aircraft going backwards after landing. (Applause.)

Local Atmosphere.

Sir William Hornell asked whether there were any particular atmospheric conditions to be considered in connection with flying in or near Hong Kong. Squadron Leader Wood replied that during the last three months there had been a great deal of fog, but he understood it was exceptionally bad. On many days they had not been able to fly because of the fog coming down to the top of the hills, but one could still fly through Egmont pass. If a flying boat was used, it could fly with absolute security as, an altitude between 20 to 30 feet and could therefore fly safely under such conditions. It was necessary for an aeroplane to keep higher in order to fly with security. If flying close the water and the engine failed, an aeroplane would have to drop in to the water and could not float. It was, however, perfectly safe with a flying boat as that could make a proper landing and float.

The Rev. E. G. Powell asked as to the guidance of aircraft in bad weather by wireless and the speaker replied that directional wireless was used at home, but unfortunately not in Hong Kong at the moment. It had worked with great success and Imperial Airways at Croydon frequently brought in their air-liners to a safe landing through fog by its use.

The Hon. Mr. W. E. L. Shenton, addressing the gathering said: I am naturally very interested in any address on aviation by reason of my interest in the Hong Kong Flying Club. I am also glad to see

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several members of our Flying Club here and I am sure that this address by Squadron Leader Wood has not only been interesting but most instructive. I feel, after hearing this address, how useful and how instructive it would be to our flying club if we had one of those £3,000 flying boats and I am just wondering how it would be possible to acquire a flying boat such as Squadron Leader Wood has described. I have no doubt that members of the Club who are present to-day will bear that in mind and they may have suggestions to make to me as to how it would be possible for us to get that boat.

I should very much like to take this opportunity of telling Squadron Leader Wood how very much indebted the Hong Kong Flying Club is to the R.A.F. in Hong Kong. Squadron Leader Wood is the officer in command and from the time our Club started off on its active career, we have always received assistance and advice in every shape and form. It is particularly pleasant to have this opportunity of telling Squadron Leader Wood how much our Flying Club appreciates all that has been done for it by the R.A.F. in Hong Kong. (Applause.)

I also feel that Squadron Leader Wood's address to-day is an address which will go a long way towards creating that particular state of mind which is known as air-mindedness, in Hong Kong. It is only by addresses and speeches from people with the experience of Squadron Leader Wood that that spirit can be engendered. The whole success of aviation throughout the world and in Hong Kong, is the creation of air-mindedness and I have very great pleasure in welcoming Squadron Leader Wood to-day on behalf of all Rotarians and thank him for his very interesting address. (Applause.)

It was found that Dr. Wood's car had been the vehicle involved.

Apparently the driver had been told by Dr. Woo that it was not necessary to report the incident, as the child had not been seriously injured. A week after the accident, Dr. Woo saw the police about the matter.

The defendant said he was employed by Dr. K. S. Shin and was merely driving Dr. Woo's car that day. After the accident, Dr. Woo told him it was not necessary to report the matter to the police. A fine of \$5 was imposed.

TRAFFIC CASES IN COURT.

LONG LIST OF SPEEDING OFFENCES.

EUROPEAN FINED.

A long list of traffic cases was taken before Mr. W. Schofield at the Central Magistracy yesterday in the course of which several instances of dangerous and reckless driving were brought to light.

A fine of \$25 was imposed in the case of Mr. R. L. Marshall who was alleged to have driven his motor cycle, at 35 miles an hour along Queen's Road East shortly after noon on April 11. The defendant explained that he had no idea he was going so fast until he was stopped.

The driver of a Tramway bus was fined \$20 for speeding from Ah King's slipway in Causeway to Whitfield Market. He was travelling at 30 miles an hour when he was stopped by a police officer. It was stated that a European lady passenger had intimated to Sergeant Guild that the driver had been speeding all the way from town.

For driving in a negligent manner on the Pokfulam Road, near Mount Davies Road, a lorry driver was fined \$25. It was stated that he cut in on a bend between two vehicles which were approaching in opposite directions. The defendant was speeding at 30 miles an hour at the time.

A Dirty Car.

The driver of a public car was summoned for not maintaining his vehicle in a clean condition. His Worship remarked that such prosecution did not come up often. Inspector Alexander explained that when a public car was found to be dirty, the owner would be notified and if he failed to clean it, a summons would be taken out. The inspections took place at intervals of a week.

According to Inspector Alexander, the defendant was driving Dr. Arthur Woo in car No. T.209 in Arsenal Street at 11 a.m. on April 10 when he knocked down a child, who was subsequently taken to Hospital for treatment for her injuries. The police were not informed of the accident until that evening, when the child's father reported the matter to No. 2 Police Station. Enquiries were made and (Continued on previous column.)

CHIANG KAI SHEK IN HANGCHOW.

CHEKIANG UNIVERSITY STAFF'S SALARIES.

[FROM OUR OWN CORRESPONDENT.]

HANGCHOW, Chekiang, April 24.
Hangchow is becoming more and more popular as a holiday resort, and the visitors here for Easter far exceeded those of previous years. An usual there were one or two accidents amongst the foreigners, who were glad to find a Mission Hospital to take care of them. One lady was thrown out of her rickshaw and sustained severe injuries.

A Rotary Club has recently been started in Hangchow with Mr. Tu, Managing Director of the Hangchow-Kiangnan Railway, as the Chairman. It holds its meetings on Friday from 12.15 p.m. to 1.15 p.m. in its temporary Club Room at the Y.M.C.A. Its members number 21.

General and Madame Chiang Kai Shek, with various other members of the Soong family, have lately been on a visit to Hangchow where the General and his wife stayed a week. Madame Chiang's mother, however, was incapacitated and was therefore unable to leave for Shanghai till yesterday morning. The General and his wife had planned some all-day excursions, but these had to be postponed owing to interviews with representatives of the Chekiang University. Briefly the situation is that the teaching staff of the University have not received any salary this year, the Provincial Government maintaining that as it remits large sums of money to Nanking the salaries should be paid by the National Government. On the other hand the National Government is adamant and says that the University salaries must be paid out of a new municipal tax to be levied on all shops. So far no amicable arrangement has been arrived at, but the staff continue to remain loyally at their posts.

General's Photograph.

One fine morning, however, the General and his wife paid a visit incognito to the Hangchow Christian College at Zankow, and had spent some time walking about the beautiful grounds before their identity was discovered. The students on finding out who were in their midst were calling out loudly for others to come and see the distinguished visitors, and one student was even allowed to take the General's photograph.

The National Christian Council of China has held its biennial meetings in Hangchow during the past week, when more than one hundred delegates were present from all parts of the country. The meetings laid special emphasis on "How to Christianise the Home." Wednesday afternoon was free for the delegates to go sight-seeing and various excursions were arranged for them.

The country people are busy now rearing the silk worms, and there is reasonable hope of a good silk season. The Agricultural College at Chien Chiao, about ten miles north of Hangchow, is carrying out some valuable scientific experiments in silk worms, and the country people are able to buy species suitable for their special districts.

In many other ways too the Agricultural College is doing very good and helpful work, and the students, men and women, seem to be happy in their pursuits.

There has been another outbreak of meningitis but it is not of so virulent a form as the earlier epidemic.

On the 22nd a contingent of sailors from the Emden arrived in Hangchow, and marched to their quarters by the West Lake through the busiest thoroughfare about 2 o'clock in the afternoon. Their fine marching and band attracted large crowds of people. It is said that these men are here just on a visit, and will stay for six days.

HONG KONG STOCK MARKET.

SATISFACTORY SETTLEMENT.

CROUCHER & CO.'S DAILY REPORT.

The Settlement passed off quite satisfactorily.

Lands were a strong market and were done at \$93 cash, \$95 July. Electrics also were higher, at \$91, while China Lights came to business at \$27.20 cash and \$27.35 June.

Hotels again gained ground and shares changed hands at \$10 for June. Star Ferries recovered to a buying quotation of \$94.

Dairy Farms had buyers at \$27.10 without sellers under \$27.

A small lot of Watsons were sold across the table at \$14.35 and Cements came to business at \$18.60.

A sale of Trams at \$18.60 was also reported.

There were no Ropes offering under \$10.

Underwriters have buyers at \$4.00 and Unions were brought at \$635.

The market closes very firm, most shares being in demand.

April 28, 5 p.m.

FORGERY AND FRAUD.

ORDER FOR FALSE DEPOSIT RECEIPTS.

SMART SENTENCE FOR CHINESE.

The case in which Yeung Tak Choi, alias Ho Chin To, was charged with forging the chop of the Kwan On Loong firm, well-known rice merchants of Shekpi and Hong Kong, with uttering a forged document purporting to be an order for certain deposit receipts, and with attempting to obtain these deposit receipts by false pretences from the Commercial Press of Queen's Road, was concluded before Mr. W. Schofield yesterday when the defendant was sentenced to twelve months' hard labour. Another Chinese who was charged jointly with Yeung on the last count was found not guilty and discharged.

Mr. F. C. E. Rendall was for the complainant firm.

Defendant's Story.

When hearing was resumed, the first defendant went into the witness box where he told a long story. He stated in answer to a question that the reason why he gave the name Yeung Tak Choi when he went for the documents was because the Shekpi Government had given an order suppressing these documents and he did not want to be involved in any trouble that might have arisen if the matter was found out. The order was made by that Government last year.

When asked if he had anything to say second defendant elected to make a statement. He told the Court that he did not know anything about the matter at all. He merely did as the first defendant told him and this resulted in his being arrested.

At this stage, Chan Ju, a contractor, was called in to give evidence. Witness said that the second defendant was one of his employees and, as far as he knew, the man had a very good character and had never been in trouble of any sort before. He had known him for a few years.

This concluded the evidence, sentence being passed as above stated.

MANCHESTER'S COMMER- CIAL HANDBOOK.

The new edition of the Manchester Chamber of Commerce Handbook, to be published in the early summer, will contain a trade index which has now been completely revised and brought up to date. The Cotton Textile Section will form a remarkably complete guide to sources of supply of both yarns and fabrics. The index will include more than 130 named varieties of cotton cloths—the names of suppliers who specialise in these goods will be given. The new book will thus offer more valuable information to those who wish to open or extend their trading relations with Manchester. Price 3/6d, post free, from the Chamber of Commerce, Manchester, England.

HONG KONG POLICE RESERVE.

ANNUAL INSPECTION BY THE HON. I.G.P.

USEFUL YEAR'S WORK REVIEWED.

"I do not want the public of Hong Kong to feel that the Police are a force to be feared and run away from. I want them to know that the police are their friends, and it is to the members of the reserve who are residents of the Colony that I look to help me to gain this end," said the Hon. Mr. E. D. C. Wolfe, C.M.G., Inspector General of Police, when he addressed the officers and men of the Police Reserve at their annual inspection at the Central Police Station compound yesterday.

Prior to his address, the I.G.P. conducted an inspection of the force after which a demonstration of "Riot Drill" was given by the Sharpshooters' Company.

A Misnomer.

Addressing the parade which drew up in a hollow square, Mr. Wolfe said he was highly gratified with the turn-out and he wanted to congratulate them on their smartness. He also wanted to express his deep appreciation for all the Police Reserve had done during the past year. "From the nature of your duties," said Mr. Wolfe, "it is rather a misnomer to call you reserves. You should really be called the Hong Kong Police Auxiliary Force as you have done real police work." The speaker said that his idea of keeping a volunteer body together was not merely to march them up and down the police compound. He wanted to give them real work as he thought that, more than anything else, kept up the interest in the movement.

Speaking of the work that members of the Reserve had done during the past year, the I.G.P. said that the Chinese and Indian companies had been of great help on occasions like the King's Birthday, Armistice Day and on visits of notables to the Colony. The Flying Squad had regularly performed their drills and duties which helped them a lot in the way of getting used to the roads of the Colony, especially on the upper levels of Victoria. They had been of much assistance on "state occasions" and races, and Mr. Wolfe said that he now looked upon them as part of the traffic police.

Sharpshooters Company.

As regards the Sharpshooters, they had not only increased in numbers, but also in efficiency. They boasted very fine revolver and rifle teams, and on the occasion of the Interport Shoot between the Hong Kong and Shanghai Police, one of their members gained second place. They would be a fine help to the police in case of an emergency, and the speaker said he proposed in the near future to attach them to the Police Emergency Unit.

In concluding, Mr. Wolfe said: "Mr. King, I congratulate you on the splendid way in which you have conducted the force during the past year and I hope you will receive the same support from your men in the years to come."

The parade was under the command of Mr. D. L. King, D.S.P. (R), while those present included the Hon. Dr. S. W. T'ao and Mr. Bishop Singh, the two Honorary Commissioners of Police (Reserve.)

THE AWARDS.

At the conclusion of the parade, Mr. Wolfe made the following awards:

Chinese Company.

Lance Sergeant R43 Too Chi On for zeal and alertness on December 21, 1930, in arresting one Wong Sing who was sentenced to 4 weeks' hard labour for larceny.

Constable R23 Ho Shik Yu is commended by the Hon. I.G.P. for zeal and alertness in arresting one Tsun Yuen who was sentenced to 6 months' hard labour and 15 strokes for larceny.

Indian Company.

Constable R213 Bhagat Singh for zeal and alertness on April 9, 1930, in arresting one Chan Wai, who was sentenced to 2 months' hard labour for larceny.

BANKING DISPUTE.

FURTHER ARGUMENT IN THE APPEAL CASE.

The appeal in the Full Court against the order of Mr. Justice Wood, directing that the Equitable Eastern Banking Corporation should be the plaintiff in the action in which a sum of \$360,000 is in dispute, was continued yesterday before Sir Joseph Kemp and Mr. Justice Lindell.

Mr. Eldon Potter, K.C., together with Mr. F. C. Jenkin, are for the respondent, Mr. Chon Po Sien, while Mr. H. G. Sheldon is for the appellant Bank.

Continuing his address, Mr. Potter said that if the Bank had made a mistake in crediting Mr. Chon Po Sien with \$360,000, it was up to the Bank to establish, to the satisfaction of the Court, that they were entitled to have the money returned. Once it was admitted that the credits had been received and the money paid out, in the Bank's own books, there was no scope for alteration of the accounts.

Pass-book Statements.

Counsel also submitted that the statement in a customer's passbook was *prima facie* evidence against the Bank, but, if an error was made, they were entitled to bring evidence to disprove it. He pointed out that if there was an error at all, it was between the comptroller and cashier of the Bank, which was no concern of the respondent.

Mr. Jenkin also addressed the Court on other aspects of the case. The admissibility of certain affidavits in reply to those filed by the other side was raised by Mr. Sheldon in the course of his address. Their Lordships reserved decision on this point and Counsel went on to reply to the points raised by the other side.

The Court adjourned until this morning when Mr. Sheldon will continue his address.

THEFT OF WALLET.

CHINESE REMANDED AT POLICE COURT.

Before Mr. Williams at Central Magistracy yesterday a Chinese, described as a hawker, was charged with stealing a wallet from Yang Hung, a Chinese who was passing through the Colony. The wallet contained a draft on the Bank of Canton for \$8,000, a draft on the National City Bank for \$7,000, a Canadian paper dollar, a U.S.A. paper dollar, two American \$10 gold pieces, and 18 subsidiary coins of various denominations.

Inspector Murphy said that at 5 o'clock on Sunday evening, the complainant, who had recently come from Canada and America, was walking along Connaught Road Central, and on reaching the Fire Brigade building near the Yau-mat Ferry Wharf he felt a tug. He immediately turned round and caught hold of defendant who dropped the wallet to the ground. A crowd collected and later a district watchman took the culprit into custody. Inspector Murphy added that he had been unable up to the present time to procure a witness of the actual theft. He added that the complainant had money in every one of his pockets.

His Worship fixed the hearing of the case for this afternoon.

Constable R213 Bhagat Singh for zeal and alertness on August 27, 1930, in aiding to arrest one Chan Pui, who was sentenced to 12 months' hard labour and 24 strokes for robbery and a breach of the Deportation Ordinance.

Sharpshooters Company.

Crown Sergeant R407 W. V. Field for assisting in the rescue of passengers of Taxi Cab No. 599 which had fallen into the harbour at 12.15 a.m. on April 1, 1930.

Constable R410 J. C. M. Grenham for his prompt action on August 14, 1930, in diving from a Star Ferry and assisting in the rescue of a would-be suicide.

Constable R410 A. J. Raptis for prompt and fearless action in attacking five men and arresting one Chiu Sang Chun single handed, who was sentenced to 6 months' hard labour for house breaking.

Constable R421 A. Rendall for zeal and alertness on January 2, 1931, in arresting one Cheung Wai who was sentenced to 12 months' hard labour and 20 strokes with the birch for larceny.

FAIR FLORENCE.

THE CENTRE OF THE RENAISSANCE.

INTERESTING LECTURE BY PROF. SIMPSON.

A wonderful picture of the city of Florence was depicted by Prof. R. K. M. Simpson, M.C., M.A., at the Hong Kong University Union on Monday night, when he lectured before a large gathering on the subject: "Florence."

Mr. Cheung King Pak took the chair, and among those present were the Vice-Chancellor (Sir William Hornell), Prof. R. Robertson, Messrs. B. G. Birch, H. K. Wu, Y. C. Kwan, Jao Yu, Tam Yik Fong, Hu Pak Mi and Kwong Sik Kwong, and Miss Pope.

Before dealing with the subject, Prof. Simpson remarked that that was the first time that he had to lecture on a city, and he was going to do it without pictures. To give a lecture on a city without pictures might seem a rash and foolish thing, but really pictures had the tendency of robbing a person of his "surprise" when he was to visit the city in question some day. Works of literature, said the lecturer, stimulated one's interest in a city more than photographs.

Dante.

The lecturer noted that great writers had been inspired by the beauty of Florence, and that the scene of one George Eliot's greatest novels was laid in that city. He suggested that a student of political science, a student of economic history, or a student of European history should get the best out of the city. The great period of Florence (from 1300 to 1600) was marked by the great literary movement started by Dante who laboured to increase the interest of students in vernacular or national poetry and vernacular prose.

The wealthy in Florence fostered the Renaissance, and during the 15th and 16th centuries the work of the Florentine artists and sculptors reached a very high standard. Although Raphael, the distinguished Italian painter, was not born in Florence, yet it was that city that developed him. Michael Angelo and Leonardo da Vinci also did great work in that city, where they beautified the churches by their paintings, etc. Their works simply amazed a visitor, and to visit Florence was certainly the life ambition of everybody.

Prof. Simpson next told the audience of his experiences when he sojourned in Florence. He climbed the Campanile—a tower near the Cathedral of Santa Maria del Fiore, which is architecturally the finest in the world. Looking down on Florence from the Campanile, he felt that the scene was just as during the Renaissance. The Cathedral took 600 years to complete, and one of its features was the brightness of its exterior. The famous baptistry, where Dante was baptised, was a museum of art in itself.

Wonderful Buildings.

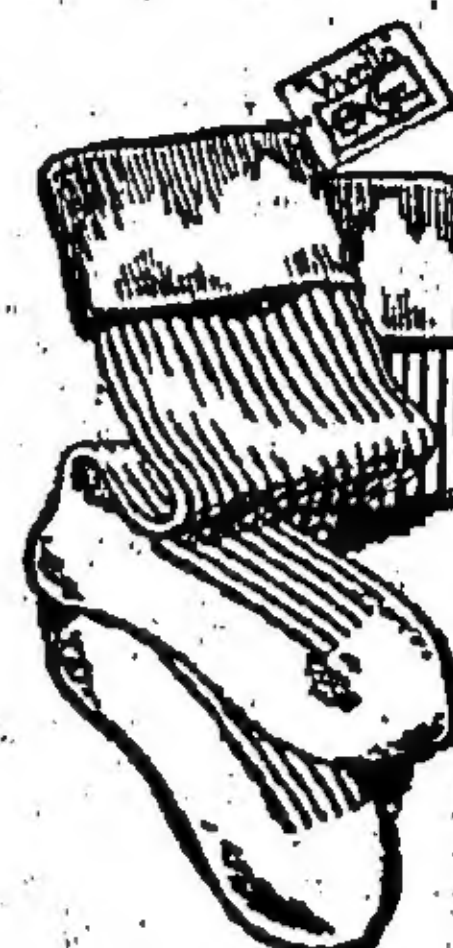
Prof. Simpson dwelt at length on the magnificent buildings, the huge squares, the palaces, the art galleries, the museum of sculpture, and the various masterpieces of art by various persons. He also mentioned the wonderful library and the monastery of St. Marco, where some of the most exquisite paintings of the 15th century could be seen on the walls. The most famous was, perhaps, that of the Crucifixion which covered the whole wall. The statues, either of marble or bronze, were very beautiful—"more beautiful than the flesh." Among the best ones was that of Perseus with the head of Medusa.

"There are many fair cities in Europe but none has the fame and glamour of Florence," said the lecturer. He put that down to the good position of the city to its wealth and to the people's thirst for knowledge and study. Hong Kong, he said, has a position not unlike Florence. But could Hong Kong play the part which Florence had played? Thus concluded the address.

A Brilliant Lecture.

The Vice-Chancellor spoke a few words, endorsing the views of Prof. Simpson on the point that photographs were not good and, in fact, misleading. He strongly recommended students to read more books on Florence and the Renaissance. Florence, he said, was more the centre of the Renaissance than Rome. He said that in Hong Kong there was a deplorable lack of interest in art, and that there was no aesthetic department in the University. However, he hoped that the students would try to cultivate a sense of beauty. There was a great tradition in Chinese Art. He also hoped that they would not be contented with photographs alone. He described Prof. Simpson's lecture as a "most brilliant one."

That various sports have their appropriate dress is not merely a matter of passing whim; these fashions have been adopted as measures of comfort.



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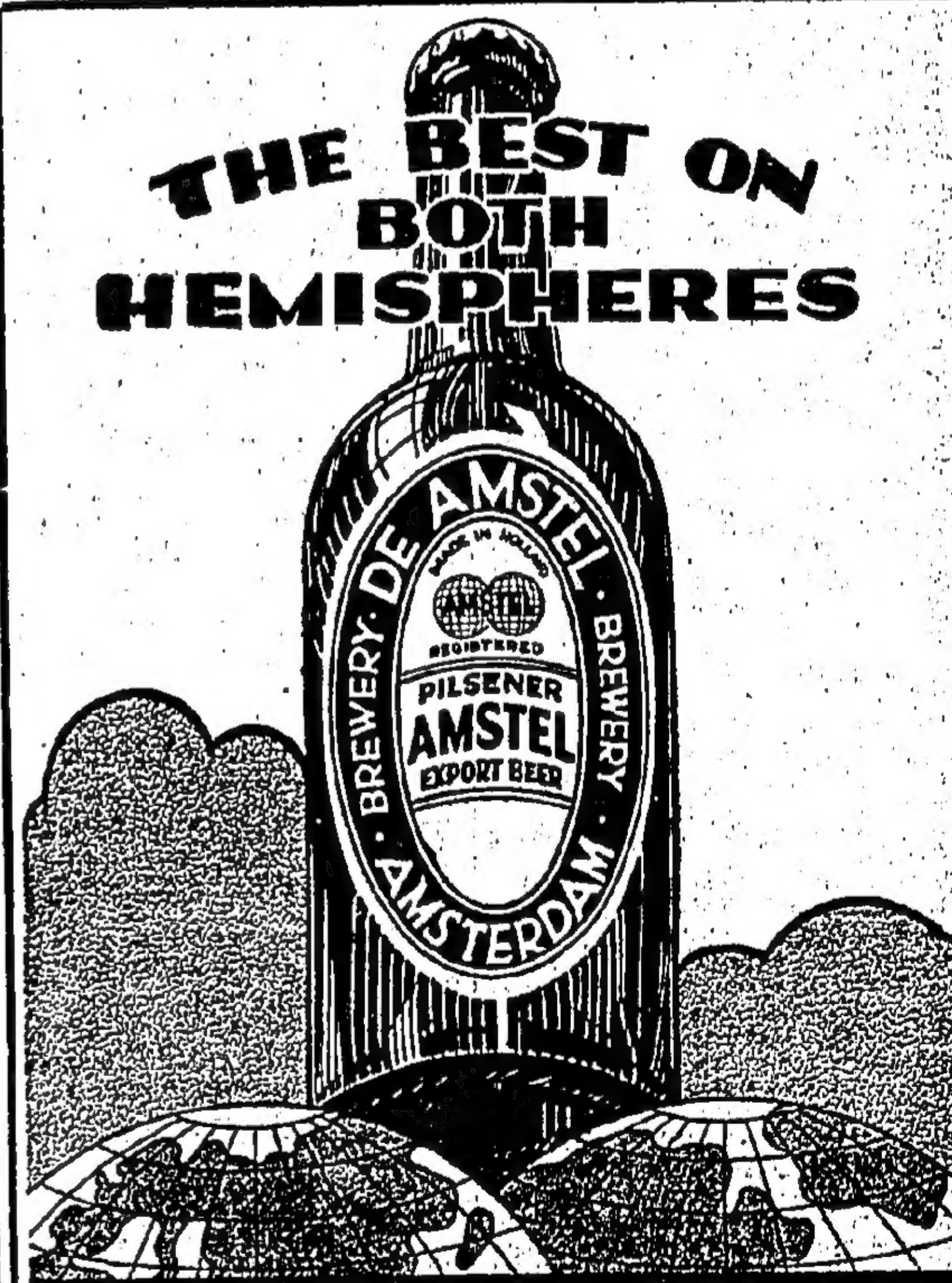
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NEW ADVERTISEMENTS

CHINESE CUSTOMS
NOTIFICATION.

THE Office and Stations of the CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to PUBLIC BUSINESS on the 27th MAY, 1931, being a CUSTOMS HOLIDAY.

J. W. STEPHENSON,
Commissioner of Chinese Customs,
KOWLOON AND DISTRICT.

YORK BUILDING,
Hong Kong, 28th April, 1931. [675]

IN THE SUPREME COURT OF
HONG KONG.

PROBATE JURISDICTION.

In the Goods of BEATRICE LILLY WHITE, Late of FAIRWAY, ADDINGTON, in the County of Surrey, ENGLAND, Married Woman, Deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the Time for Creditors and others to send in their Claims against the above Estate to the 26th Day of MAY, 1931.

All Creditors and others are accordingly hereby required to send in their Claims to the Undersigned on or before that Date.

Dated the 28th day of April, 1931.

JOHNSON, STOKES & MASTER,
Solicitors for the Executor,
Princes Building,
Hong Kong. [676]

PORT WORKS DEPART-
MENT OF MACAO.

NOTICE.

NOTICE IS HEREBY GIVEN that on the 1st JUNE, 1931, at 11.00 A.M. in the PORT WORKS DEPARTMENT at MACAO, the Committee appointed by the Government (O. J. 1. a. que se refere ao artigo 12.º do Regulamento Geral de Mísma) de Macao, para a venda pública de certos BENS, por PUBLIC AUCTION, for the Purchase of the Droguer "CARLOS DA MAIA", in Good Working Order with all Gear and Fittings, but without Coal and Oil.

DROUGER "CARLOS DA MAIA".

PRINCIPAL DIMENSIONS:—
Length ... 121' 6"
Breadth ... 25' 0"
Draft fully loaded ... 7' 0"
Propelling speed ... 7 knots.

STEAM ENGINE

THREE CYLINDERS:—

I.H.P. ... 370
Diam. Cylinder H.P. ... 11"
Diam. Cylinder L.P. ... 17"
Diam. Cylinder L.P. ... 28"
Stroke ... 24"
R.P.M. ... 125

ELECTRIC ENGINE:—

Vertical Engine of One Cylinder joined to the Dynamo of 3 K.W.H. and 60 Volts.

CYLINDRICAL BOILER

Length ... 8'
Diam. ... 10"
Number of Furnaces ... 2
Working Pressure ... 120 lbs. Per Sq. In.

CAPACITY OF LADDER DROUGER:—

Single Ladder situated along the Centre Line of the Vessel.

Capacity ... 250 Cubic Meters Per Hour.

Maximum Dredging Depth ... 35 Ft.

Number of the Buckets ... 31

Buckets Capacity ... 400 Liters.

CONDITIONS OF SALE.

1.—Bids shall be made by Sealed Tenders, addressed to the Committee referred to, Not Later Than 11.00 A.M. on 1st JUNE, 1931, and the Lowest Bid that will be acceptable is \$80,000.00 (Dollars Eighty Thousand) Hong Kong Currency.

2.—Every Bid, to be acceptable, shall be accompanied by documentary proof of the Deposit, having been effected in the Macao Branch of the Banco Nacional Ultramarino of the Sum of \$2,000.00 (Dollars Two Thousand) to the order of the Committee.

3.—Bids, which should be made in Dollars of Hong Kong Currency, will be opened on the 1st JUNE, at Noon, at the PORT WORKS DEPARTMENT, in the presence of the Committee referred to above and all those Bidders who may be present. In the event of an Equality of Bids, there will be PUBLIC AUCTION between such Bidders whose Sealed Bids may have been equal.

4.—The Committee reserve to themselves the right of refusing to accept any Bid or of annulling the Auction, if it should not be found convenient to accept the Bid offered.

5.—The Bidder to whom the Droguer shall be sold shall pay the Total Sum of his Bid within THREE DAYS, i.e., Not Later Than Noon of the 4th JUNE, 1931. The Committee reserve to themselves the right of refusing payment by Cheque, if the Successful Tenderer should fail to pay the Sum referred to in this clause he will forfeit the Deposit made, which will then revert to the Government.

6.—After the Adjudication or in the event of Annulment due to Non-acceptance of Bids made, all Deposits of Guarantees shall be refunded to Bidders.

7.—The Handling over of the Droguer to the Successful Tenderer shall be made in the Outer Port of Macao, as above stands, with all Gear and Fittings, but without Coal and Oil.

The Droguer is Open to Inspection from 10.00 A.M. to 4.00 P.M. Daily from the 10th to the 28th MAY, 1931.

Port Works Department of Macao, 28th April, 1931.

MARIO DE CAMPOS NERY,
Secretary. [685]

Renault's

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Brandies.

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established 1835, were the
FIRST Cognac firm to ship
bottled Brandies to the
United Kingdom.

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R.V.O. Very Old

Liqueur Brandy

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Watson's celebrated

"E"

Very Old Brown

Liqueur Brandy

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WINE & SPIRIT MERCHANTS.

ESTABLISHED 1841.

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NOTICE TO SHAREHOLDERS.

THE FIFTIETH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Offices of the Undersigned on TUESDAY, the 19th MAY, at NOON, for the purpose of receiving the Report of the General Agents, together with a statement of Accounts for the Year ended the 31st DECEMBER, 1931.

THE SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 5th to the 19th MAY, 1931, Both Days inclusive.

JARDINE, MATHESON & CO., LTD.
General Agents.
Hong Kong, 28th April, 1931. [662]

THE HONG KONG JOCKEY
CLUB.

THE FOURTH EXTRA RACE MEETING will be held at the RACECOURSE at HAPPY VALLEY on SATURDAY, 2nd MAY, 1931, commencing at 2 P.M. The First Bell will be rung at 1.30 P.M.

MEMBERS' ENCLOSURE.

Members are notified that they and their Ladies must wear their Badges prominently displayed.

No One without a Badge will be admitted to the Members' Enclosure.

Badges admitting Non-Members to the Members' Enclosure and Club Rooms at \$5.00 for Gentlemen and \$3.00 for Ladies (both including Tax) are obtainable through the SECRETARY upon introduction by a Member, such Member to be responsible for Payment of All Chits, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon Application to the SECRETARY, Badges (Limited to One) for the Free Admission to the Members' Enclosure of Wives, Lady Relatives and Friends. Names must be stated when applying.

On No Pretext will Children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.

The Price of Admission to the Public Enclosure is \$2.00, including Tax, for all Persons, including Ladies, and is payable at the Gate.

Soldiers and Sailors in Uniform are admitted Half Price.

Bookmakers, the Tax Men, &c., will not be permitted to operate within the Precincts of the Hong Kong JOCKEY CLUB during the Race Meeting. Tickets will be obtainable in the Restaurant in the Public Enclosure.

By Order,
C. B. BROWN,
Secretary.

Hong Kong, 28th April, 1931. [658]

WEATHER REPORT.

The weather report, forecast and remarks issued by the Royal Observatory, Hong Kong, at 5 p.m. yesterday state:—

The northern depression is moving eastward, and is now central to the N.W. of Tokyo. The depression over Indo-China has deepened slightly.

Local forecast:—Easterly winds, moderate; fair.

BIRTH.

ROYSTON.—On April 22, at Sourabaya, Java, to Mr. and Mrs. W. STUART ROYSTON, a son, WILLIAM STUART, jr.

MARRIAGES.

MOISE—AKIMOVA.—On April 18, at Shanghai, Mr. ARMAND GUY MOISE, son of Mr. and Mrs. W. W. WARBURTON, to Miss MARIA AKIMOVA.

NORTH—HUTCHINSON.—On April 18, at Shanghai, JOHN NORTH, late of Ashton-under-Lyne, near Manchester, to EDITH MARY, eldest daughter of Mr. and Mrs. H. HUTCHINSON, late of Poulton-le-Fylde, Blackpool.

DEATH.

BRUECHER.—On April 21, at Taing-tau, Frau Dr. M. BRUECHER.

ACKNOWLEDGMENT.

Mrs. W. W. Fox and family tender their sincere thanks to their relatives and friends for the many kind expressions of sympathy in their recent bereavement, also for floral tributes sent, and their attendance at the funeral.

Editorial and Business Offices: 11, Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.O. 4.

The Daily Press.

HONG KONG, APRIL 29, 1931.

THE BUDGET.

THE outstanding feature of Mr. SNOWDEN's Budget is that there is to be no extra taxation, except an increase of 2d. per gallon on petrol. The deficit on last year was less serious than expected; Ordinary Revenue, in fact, showed an excess of £42 millions over Ordinary Expenditure, but Sinking Fund charges resulted in a net deficit of £23 millions.

Mr. SNOWDEN claimed that this was a very satisfactory statement considering the World Depression, but it is obvious that while the country is being taxed to the limit, money is wasted, notably in "dole" administration and by extravagant local authorities.

For next year £203 millions are wanted—an extra £27 millions on the present expenditure. But taxation as now levied was estimated to bring in £706 millions as against £778 millions, or a drop of £10 millions.

The total difference of £27 millions would be mainly made up by taking £30 millions from the Exchange Fluctuation Account in New York, which the Chancellor said, was no longer required.

What must have worried the Chancellor was that his present taxation would bring him in less than before, though of the ten millions which he expected to lose seven and a half would be on customs and excise, or, in other words, on drink taxation. Mr. SNOWDEN, as a statesman, welcomed England's shrinking Drink Bill, but as a financier he probably hopes that teetotalism will not spread too fast, as he still expects £228 millions from that source.

Mr. SNOWDEN is budgeting in anticipation of a trade revival, which will provide new sources of revenue. The Exchange Fluctuation Account may be justly due for liquidation, but once it has gone, other realisable assets will have to be sought, if the Revenue continues to shrink, unless real economy in Government Services can be effected.

Lord HAVENHAM recently uttered the obvious warning that unless economy were effected the pound sterling would go the way of the

frank and the pre-war mark. Mr. SNOWDEN knows perfectly well that he has reached a point where it is doubtful whether fresh taxation in one direction will not result in a more than corresponding fall in revenue from another quarter. He has not dared to increase the income tax, but he makes an intelligent anticipation of good things to come by collecting three-quarters of his income-tax next January, leaving only one quarter for July, 1932. Presumably the expected boom should do something to equalise the net takings, but it is a dangerous gamble with a major source of supply, and incidentally it annexes what should rightly belong to 1932-33 revenue. This adjustment will cause immense personal inconvenience to hard-pressed income-tax payers. It will, perhaps, Mr. SNOWDEN considers that in these hard times too much is expended on Christmas. No doubt his emaciated features will give cartoonists material for caricatures of the political SCROOGES.

This year's budget must convince all but the "wild men" that there has got to be economy in England. The "doles" will have to be reduced, the extravagant and expensiveness of local authorities by Whitehall officials will have to be relaxed. England is over-governed in many directions, and the relentless calls of the Government upon capital are the chief hindrances to trade revival.

It was not to be expected that Mr. SNOWDEN would introduce fresh tariffs even on imports that injure the Home producer. We still have to carry on with Free Trade, as China has to carry on with her silver currency. Given estimates at their present figure and a Free Trade fanatic at the Exchequer, the Budget is as good as it can be, but the situation is serious and something will have to go either in the way of social services, national security, or the sacred doctrines of the great Free Traders.

SPRING PUBLICATIONS.

In England there are two publishing seasons—spring and autumn. During the summer months and the period from the end of November to the beginning of March, the number of books published is greatly reduced. The autumn season last year was a record one for the actual number of books put on the market; but it was not a very good one for sales. Although English publishing houses have not been so greatly affected by the world-wide trade depression as other industries, they have not escaped entirely untouched. Therefore, there has been retrenchment this spring. Fewer books are to be published, but it is believed the quality of those offered to the public will be better than in the average spring season. This is indicated by the high standard of most of the books published early in March, when the new season was just beginning.

Three of these books are already recognised to be of outstanding interest. The first of these is a one-volume abridgement at 21/- of Mr. WINSTON CHURCHILL's four-volume work, "The World Crisis, 1914-1918." Mr. CHURCHILL writes a lucid, vigorous style and his book is never dull. It has been described as the best of all war books. Few men who played so great a part in the European war are his equal in literary skill. The next of these three books is entitled "If" and it is a collection of highly entertaining essays by eleven great contemporary writers, of which eight are English. The essays give the views of the authors as to what might have happened in the world if certain historical events had not happened as they did. The third book is "Great English Short Stories." It consists of more than 1,000 pages and the price is 5/6d. In this book are collected some of the best short stories in English literature from the XVth Century to the present day. It is an excellent book, full of good things for readers of every taste.

★ News and Views ★

A Man of Words!

At an Army and Navy dinner Mr. Willie Collier, the actor, arose to speak after an hour's eulogy by a general. Collier's entire speech was:—"Ladies and gentlemen: Now I know what they mean by the Army and Navy forever."

The Red Indian.

The Indian population of Canada, numbering 108,000 souls, has been subjected to a religious census. Alas for the noble red man of our earlier school days! Precisely 4,824 Indians now declare that they believe in the Great Spirit Manitou, and the Happy Hunting Grounds.

Punishment Fits the Crime!

At a recent banquet given by the Vintners Company, Mr. Leicester M. Reed, Deputy-Master of the Company, told of a vintage of 1304 who sold unwholesome wine and was sentenced to be imprisoned for a year and a day, to drink as much of the bad wine as could be poured into him, and the rest to be poured over his head.

Exit the Coliseum (London)!

March 21st saw the last variety performance at the London Coliseum. "I happen to have been present at the first one—nearly five and twenty years ago," writes a London newspaperman. "It took place at 12 o'clock noon (four performances a day was then the rule), and where the side boxes now are sat the 'auditorium chorus.' Men in grey knee-breeches and women also in fancy dress rose and sang between the turns. Among those very early attractions was a French revue in which Miss Madge Lessing appeared. Reviews were practically unknown in London then, and a revue before lunch I found a bizarre experience. Mrs. Brown Potter, now studying theosophy in the strictest seclusion, appeared in a stage version of 'Pangloss.' Probably the most agonising episode in the Coliseum's early history was when the movable armchair special, constructed to convey King Edward from the entrance to the Royal box on a sort of railway, failed to budge an inch the moment his Majesty had seated himself upon it. The Royal wrath blazed up right royally.

Queer Suicide.

Two ponies and a halfpenny were swallowed by A. A. Wolf (24), of Melrose-gardens, Hampstead, before he dived head-first from a shelf and received fatal injuries. It was stated at the inquest at Brixton. He was receiving treatment for melancholia at the Maudsley Mental Hospital. A verdict of suicide while of unsound mind was recorded.

An Interrupted Bath.

Prime Minister, after his recent reproaches to his followers on absenteeism was firmly informed of the heroism of Mr. J. F. Shillaker. Mr. Shillaker was enjoying a bath at the House when the division bells rang. He did not stop to consider whether the Consultative Committee would accept any excuse. He put on shirt, trousers, and jacket, slipped his feet into his shoes, and rushed to the division lobby, where his damp and pink appearance caused much amusement. He was ceremoniously introduced to Mrs. Mary Hamilton, resplendent in a red costume, and he was acclaimed a hero. A similar adventure of Mr. Churchill in a vivid bath-gown, once had world-wide publicity. Mr. Shillaker is perhaps on the sure path to statesmanship.

Revolver Danger in Paris.

Statistics given recently prove very startlingly the extent to which the revolver is used nowadays in France, and particularly in Paris. It is the weapon employed in most "crimes passionnels," though during the past few weeks other means of getting rid of husbands or wives or of lovers have been resorted to, including boiling oil. Apart altogether, however, from the play of the great human passions, it is a disconcerting fact that persons who have been guilty of only the slightest provocation may be fired at by some irate friend or acquaintance. An example in this category is the case of a Parisian who has been shot simply because he told his brother-in-law that he—brother-in-law—had had enough to drink. A young man living in Versailles is in hospital as the result of similar recklessness with a firearm. He was standing at a garden gate when he was shot in the head. A son of the house had imagined him to be a burglar.

★ Local Notes and Events ★

The Sanitary Board held its fortnightly meeting yesterday at the City Hall. Nothing of public interest was discussed, all matters being of a routine nature.

His many friends will be pleased to learn that Mr. J. H. Taggart is making good progress following an operation for appendicitis at the Peak Hospital on Sunday morning.

One case of typhoid and one case of cerebro-spinal meningitis were reported during the 24 hours ended April 27. For the week ended April 25, there were five cases (two deaths) of diphtheria, two cases (one death) of small-pox, two cases (one death) of enteric fever, and 45 deaths from pulmonary tuberculosis.

Convicted on a charge of distributing leaflets that had not been submitted to or passed by the Secretariat for Chinese Affairs, two employees of the Tin Hau Temple were each fined \$25 by Mr. Williams at Central Magistracy yesterday. The leaflets merely stated that fortune tellers were available at the temple.

A "boy," formerly employed in the Shamshuipo Camp, was convicted at the Kowloon Magistracy yesterday before Mr. E. W. Hamilton on charges of trespassing on military ground and of damaging two pieces of glass valued at \$1.50. The defendant was fined \$50 or one month's hard labour on the first charge and \$25 or three weeks on the second.

The two new "P" Class submarines, Pandora and Proteus, which were damaged whilst coming out from Home, are due to arrive here on May 4. They left England together with the Poseidon and the Porpoise, but they collided off Gibraltar where they have had to undergo repairs. H.M.S. Vendictive, bringing naval reliefs, arrived over the week-end.

Six Chinese stowaways were produced at the Kowloon Police Court yesterday on a charge of attempting to obtain a free passage on the s.s. Cremer, from Singapore. Five out of the six pleaded not guilty, saying that they had lost their tickets. The sixth man, who was found in a lifeboat, admitted his offence, and was sent to jail for six weeks, the others receiving two months' hard labour.

Amongst the passengers proceeding to Shanghai to-day on the s.s. Chichibu Maru are Mr. and Mrs. A. W. G. H. Grantham.

At the Kowloon Police Court yesterday, a mess boy, employed in the "B" Co. Mess of the Argyll and Sutherland Highlanders at Shamshuipo Barracks, was convicted on a charge of stealing five pounds of butter from the Mess. He was ordered to receive twelve strokes.

We are asked to make a correction in our report of the inquest held on Monday afternoon by Mr. E. W. Hamilton at Kowloon Police Court, into the death, in a motor accident, of an aged Chinese, Mr. Hamilton in giving his verdict found that Mr. Hawes, the driver of the motor in question, was not guilty of gross or criminal negligence, the deceased being to blame.

Sentence of one month's hard labour was passed by Mr. Williams at Central Magistracy yesterday on a Chinese convicted on a charge of receiving a number of brass fittings stolen from the Lancia Garage. The defendant was arrested by a Chinese detective as he was attempting to dispose of the fittings in Wing Lok Street. It was stated that there had been a number of petty thefts at the Garage but it had been impossible to trace the culprit. The defendant was an employee of the garage.

An excellent concert, in aid of the St. John Ambulance Brigade will be held at King's College, Cadogan Road, on Saturday night. Besides a farce entitled "Black Magic" by members of the Indian Recreation Club, there will be vocal and instrumental items, those contributing including the Male Voice Choir of the South Wales Borderers, the Beethoven String Quartette, Mrs. Sanger, Mrs. Valentine, Dick Barry, Messrs. Winram and True, Mr. Li Chor Chi and Mr. H. G. Annis.

Looking Back 25 Years.

A correspondent writes:—More than once I have heard the question asked—Why should Happy Valley be closed to sports on Sunday? The first time I heard it

SUMMARY OF NEWS

Local.

"Flying Boats" was the subject of an address by Squadron Leader Wood before members of the Rotary Club yesterday. Page 6.

Forgery case at Central Magistracy. Page 7.

Banking dispute: further details. Page 7.

Hong Kong stock market: Croucher & Co.'s daily report. Page 7.

Lecture on "Florence" by Professor Simpson at the University. Page 7.

The annual inspection of the Police Reserve was held yesterday. Page 7.

To-day's wireless programme. Page 3.

Sport.

Home football results. Page 10.

Latest American baseball results. Page 10.

H.K.C.C. Tennis Tournament; yesterday's results. Page 10.

University Billiards Club—prize-giving. Page 10.

In a senior League football match played on the H.K.F.C. ground yesterday, the Borderers defeated the Club by the only goal. Page 10.

Latest Cables.

The British Budget statement is proving popular on the London Stock Exchange. Page 9.

The Prince of Wales and Prince George were expected to fly from France direct to Windsor last evening. Page 9.

The British airman Captain Rayner in a Swedish machine piloted by an Arctic airman named Ahrenberg are searching for Augustine Courtauld, who is missing in Greenland. Page 9.

Dr. C. T. Wang, at Nanking, stated that the extrality negotiations between China and Great Britain and America were progressing satisfactorily, though he regretted that the French attitude remained obscure. Page 9.

Mr. Victor Haimovitch has used seven stewards of the Shanghai Race Club seeking an injunction restraining the defendants from interfering with his full enjoyment of the privileges of the Club, of which he is still a member. Page 9.

"The only way to avoid defaulting in connection with £5,000,000 worth of Treasury Bills due in London on June 30 is to ship gold to London," was the startling statement by the Australian Federal Premier in the House of Representatives yesterday. Page 9.

answered was the other day when a friend declared that it was the result of clerical intervention. Now this appears an instance where such interference is not only uncalled for but quite impertinent. In this cosmopolitan community with its mixture of peoples from all parts of the globe and their variety of creeds the least thing one should expect is toleration, respect for the different opinions which are as dear to their holders as those of the members of the several Christian churches, but the bigotry which insists on everybody conforming to the one religious ideal has not apparently been discarded, even in this age of enlightenment and liberty. Personally, I have little interest in the matter, as my Sundays are spent in my own particular way, but I fail to see why our unorthodox friends and those who adhere to the other Eastern faiths cannot be allowed to enjoy their games and exercises on practically the only day open to them. —Hong Kong Daily Press, April 29, 1930.

Looking Back 50 Years.

Dr. Dudgeon, in his Peiping Hospital Report for 1878-9 has the following on the subject of the blind in China:—"The large number of blind persons in China strike everyone. No provision is made for them by the officials. This class, as well as the insane of all shades, is left to manage itself. China is destitute of blind asylums. The only disease which seems to have met with any regard from the authorities or people is leprosy, as exhibited in the lazar houses in South China. Foundling hospitals have been in existence for at least 200 years, and are probably more or less connected with Christianity; and the outcome of native philanthropic efforts founded on the example of Catholic missions. These founding hospitals do more now for the reception and burial of the dead than for the saving of infant life. Free schools are everywhere to be found, and occasionally poor houses for the lodging of the beggars, and for the very poorest in winter. Miller kitchens are very common in times of drought and famine. These embrace all or nearly all China's philanthropic institutions. The blind are left, as said, to manage for themselves. The cause of the blindness is most commonly small-pox. —Hong Kong Daily Press, April 29, 1931.

EXTRALITY NEGOTIATIONS.**COMPLETE SOLUTION EXPECTED SHORTLY.**

[THROUGH REUTER'S AGENCY.]

NANKING, April 28. Speaking at the weekly memorial service this morning, Dr. C. T. Wang stated that the extrality negotiations with Britain and America were progressing satisfactorily, and that a complete solution by negotiation was expected within the next few days, but China was determined upon ending extrality on the given date, May 5.

The French attitude, said Dr. Wang, remained obscure, and he regretted the French hesitation.

LONDON-SHANGHAI FLIGHT.

[THROUGH REUTER'S AGENCY.]

HANOI, April 27. Mr. Ford has departed for Hong Kong via Fort Bayard.

HANOI, April 28. Mr. Ford returned owing to engine trouble, but he restarted at four o'clock for Hong Kong.

INDIAN AIR FORCE.**DISTINCT FROM INDIAN ARMY.**

[THROUGH REUTER'S AGENCY.]

LONDON, April 27. In the House of Commons at question-time today, Mr. Wedgwood Benn, Secretary for India, foreshadowed the institution of a new Indian air force before long, and said that he was now working out the details in consultation with the Air Minister and the Government of India.

The new force would be distinct from the Indian Army.

ANTI-RELIGIOUS CAMPAIGN IN HOLLAND.**PENALTY FOR CONTEMPTUOUS BLASPHEMY.**

[THROUGH REUTER'S AGENCY.]

THE HAGUE, April 27. Owing to the growth of the anti-religious campaign in Holland, the Government has introduced a Bill in the Second Chamber inserting clauses in the penal code providing punishment for anyone found guilty of offending religious sentiment by the utterance of contemptuous blasphemy in a public place, or the exhibition of blasphemous writings or emblems.

AIRMAN MISSING IN GREENLAND.**SEARCH PARTIES DISPATCHED.**

[THROUGH REUTER'S AGENCY.]

STOCKHOLM, April 28. Within a few hours the British Captain Ruyter in a Swedish machine piloted by a Swedish airman Ahrenberg expects to be heading towards the Greenland ice cap in search of his friend, Augustine Courtauld, son of the millionaire silk magnate, the missing member of the Royal Geographical Society Expedition planning an Arctic air route.

The Danish Government has instructed a fishery inspection ship to proceed to the ice margin to act as a petrol base for the rescuers.

CROCODILE SHOT.**REPTILE KILLED AT PENANG MEASURES 10 FT. 6 INS.**

Penang, April 28.—Either another crocodile, or, more probably, the same one as was shot at by the Chief Officer of the Nieuw Zealand on Friday, has been shot near Church Street Ghaut by Mr. Rodriguez, of the Harbour Board.

The crocodile was taken to a godown and measured. It was 9 feet 8 inches long.

The crocodile shot at by the Chief Officer was near Swettenham Pier. The Chief Officer used a revolver and though he hit it at the back of the head, he was forty feet away, and could not have done much damage.

Recently two sharks were seen in the south channel.

ONLY WAY TO AVOID DEFAULT.**STARTLING STATEMENT BY AUSTRALIAN PREMIER.**

[THROUGH REUTER'S AGENCY.]

CANBERRA, April 28. "The only way to avoid defaulting in connection with £5,000,000 Treasury Bills due in London on June 30 is to ship gold to London," was the startling statement by Mr. Scullin, Federal Premier, appealing to the House of Representatives to rush the passage of the Commonwealth Bank Act Amendment Bill.

Mr. Scullin said he hoped the Senate would also pass the measure.

He said he had been advised it was impossible to renew or re-issue the above-mentioned bills.

Savings Bank Bill Becomes Law.

SYDNEY, April 28. Mr. Lang begged the Assembly to pass the Savings Bank Bill through all its stages, to-day in order to give immediate aid to needy depositors pending the resumption of normal operations.

LATER.

The Savings Bank Bill passed through all its stages and has become law.

WRECK OF THE TENAN MARU.**PASSENGERS AND CREW SAFE.**

[THROUGH REUTER'S AGENCY.]

SEOUL, April 27. All the passengers and crew of the Tenan Maru, which went aground and sank in a dense fog and rough sea when on a voyage from Fusan to Chemulpo, are safe.

The passengers and crew are being conveyed to Reisu, in South Korea.

NAZIS' LEADER ARRESTED.**CHARGED WITH CONTEMPT OF COURT.**

[THROUGH REUTER'S AGENCY.]

BERLIN, April 27. Herr Goebbels, leader of the Nazis in Berlin, has been arrested on a charge of contempt of Court, owing to his failure to attend a trial for libel actions in Berlin.

He has left for Berlin accompanied by a detective.

REBELS ROUTED IN MADEIRA.**OPERATIONS BY EXPEDITIONARY FORCES.**

[THROUGH REUTER'S AGENCY.]

LISBON, April 27. Fighting on land, sea and air in Madeira to-day resulted in the Government forces routing the rebels, of whom 17 were captured.

The troops dismantled the insurgents' wireless station.

LATER.

An official communiqué states that the Portuguese expeditionary force landed 10 miles from Funchal and put a party of 70 rebels to flight.

While the guns of Portuguese warships supported this "brilliant action," Portuguese aircraft silenced the rebels' artillery.

SPANISH EX-DICTATOR ARRESTED.

[THROUGH REUTER'S AGENCY.]

MADRID, April 27. The ex-Dictator of Spain, General Berenguer, has been arrested. A warrant has also been issued for the arrest of General Fernandez Heredia, who was Captain General of Aragon under the old regime.

It is stated that General Franco, brother of the famous airman, will defend General Berenguer.

GAR WOOD AGAIN FAILS.

[REUTER'S AMERICAN SERVICE.]

MIAMI BEACH, April 27. The persistent Gar Wood made another attempt to beat Kaye Don's speed record of 103.40 miles an hour, but he averaged only 101.66.

Engine trouble developed after the third run.

SOVIET TIMBER DUMPING.**AMERICAN TEST CASE FALLS FLAT.**

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, April 27. The much-heralded test case to exclude Soviet timber fell flat to-day when the authorities ordered a shipment of timber from Russia now at Providence, Rhode Island, to be admitted to the United States following affidavits from Amtorg and A. C. Dutton & Company that the cargo contained no convict-produced timber.

Italian Exports to Russia.

ROME, April 27. A new Italo-Russian agreement has been signed, providing for Italian exports to Russia this year valued at 350,000,000 lire.

SOVIET-JAPANESE EXCHANGE DISPUTE.**CONSENT TO A PROVISIONAL RATE.**

[THROUGH REUTER'S AGENCY.]

MOSCOW, April 27. In reply to the latest proposal of Baron Shidehara in regard to the fixing of the price for bonds of the Kamchatka Stock Company at 33 1/2 sen to a rouble, it is officially stated that the Soviet are doing their utmost to reach a speedy and amicable settlement of the dispute.

In view of the early approach of the fishing season, the Soviet has consented to accept 33 1/2 sen as a provisional price for the bonds, providing both Governments continue the present negotiations for a final fixing of the rouble on the exchange.

HIGH FREIGHT ON CEYLON RUBBER.**HOPE OF REDUCTION NOT YET ABANDONED.**

[THROUGH REUTER'S AGENCY.]

LONDON, April 27. "Ceylon has made a wonderfully successful effort to reduce all the costs of its rubber, but there is one economy they have been unable to effect to the extent desired. They still pay 57/6 per ton for rubber to be shipped from Colombo to London."

Thus Mr. W. Shakespeare, president of the Ceylon Association.

He emphasised that they had not abandoned hope of getting a reduction of the freight charges both on tea and rubber, "but they would renew their application perhaps more hopefully in the event of the Suez Canal Company meeting the reasonable demands of British interests."

Worst Year in History of Rubber.

Mr. Shakespeare described 30 as the worst year in the history of the rubber industry.

They had to face the fact that restriction was practically dead, and must gird themselves to meet the situation.

He expressed the opinion that the potentialities of rubber for roadways were enormous. As regards tea, restriction of which was also dead, he considered that the question of tea propaganda was by far the most important subject with which the Association was at present dealing.

TUNNEL NEARING COMPLETION.**SHIMIZU TUNNEL LONGEST IN THE FAR EAST.**

Tokyo, April 28.—The construction work of the Shimizu tunnel, the longest in the Orient, is nearly completed and it is expected to be formally opened for railway traffic on September 1 of this year.

The tunnel, which is 31,031 feet in length took 10 years in the construction with an expenditure of Yen 12,000,000. With the opening of the tunnel, a marked progress is to be made in the railway service between the back and outer districts of the country. To commemorate this event in the railway history of Japan, the Railway office has appropriated Yen. 30,000 to observe a celebration on the day of opening.

SHANGHAI RACE CLUB.**SEVEN STEWARDS SUED BY JOCKEY.**

(From Our Own Correspondent.)

SHANGHAI, April 28. In the British Supreme Court, Mr. Victor Haimovitch has sued seven stewards of the Shanghai Race Club, Messrs. Burkill, Arnold, Bailey, Bell, Cox, Lemarchand and Sparks, arising from their refusal to permit him to ride in races following the champions' day incident last year, in which Haimovitch is alleged to have demanded 10 per cent. on the ticket of the purchaser, Dr. Edgar, a British veterinary surgeon, who drew the pony Busy Bee.

Plaintiff submitted that the affair was a complete misunderstanding, and he seeks an injunction restraining the defendants from interfering with his full enjoyment of the privileges of the Club, of which he is still a member.

The petition alleges that the action of the stewards is contrary to the principles of natural justice, oppressive and conceived in bad faith.

The hearing was adjourned.

IRISH HOSPITALS' SWEEP.**JUDGMENT FOR LONDON BOOKMAKER.**

[THROUGH REUTER'S AGENCY.]

LONDON, April 27. The Dublin High Court has ordered the payment of £206,043 to Mr. Arthur Bendir, a London bookmaker, being three-quarters of the sum won by Scala in the Irish Grand National sweep.

Mr. Bendir's Counsel, in making the application, asked for payment without prejudice on any question arising in the action between other parties, and suggested that if necessary Mr. Bendir should be added as the defendant in a future trial.

The order was made with the consent of all parties and the remaining quarter of the sum will be invested pending the result of the action against Scala.

[A message of April 13 stated:—The Judge of the Dublin High Court has ordered Emilio Scala's Irish Hospitals' Grand National Sweepstakes winnings to be invested pending the hearing of the action against Scala by two London Italians, Epicella and Constantino, who claim a share of the winnings under an agreement.]

PRINCE OF WALES AND PRINCE GEORGE.

[THROUGH REUTER'S AGENCY.]

LE BOUGNET, April 27. The air liner City of Glasgow, sent specially from London to Pointe Grave, landed with the Princes of Wales and Prince George at 6.10 p.m.

Flying Direct to Windsor.

PARIS, April 28. "Social calls" have delayed the return of the Prince of Wales and Prince George, who were due home early this afternoon.

They decided to take farewell of President Doumergue, whose Presidency expires on June 30, after which they motored to Fontainebleau and lunched with the Queen of Spain.

The Princes have decided to proceed home by aeroplane directly to Windsor this evening.

RACE DISTINCTIONS IGNORED.**CALIFORNIA REJECTS BILL FOR SEPARATE SCHOOLS.**

Sacramento, April 17.—Fearing international complications, especially with Mexico, the Senate executive committee of the California legislature to-day killed a Bill which sought to provide separate schools for the children of Chinese, Japanese, Indian, and Mexican Indian residents of this state.

At present children of all nationalities and complexion attend the same public schools in California. An effort was made to segregate Caucasian pupils from the others, but members of the Senate executive committee feared that such a move would cause considerable trouble and accordingly they refused to report the Bill out of committee.

SOVIET CONTRACT TO BRITISH FIRM.**ELECTRIC PLANT FOR FIVE YEAR PLAN.**

[THROUGH REUTER'S AGENCY.]

LONDON, April 27. An agreement has been signed between the Soviet Government and the Metropolitan Vickers Electrical Company whereby the latter will provide expert technical assistance for a plant to be built in Russia by the All-Union Electro Technical Combine.

The plant will extend to the largest capacity required for the generation and distribution of electricity to be employed in connection with the Soviet's Five Year Plan of industrial development.

COURT'S RETURN TO LONDON.**DELAYED THROUGH BAD WEATHER.**

[THROUGH REUTER'S AGENCY.]

LONDON, April 27. Their Majesties have cancelled their proposed visit to Aldershot on May 14, and the Court's return to London has now been postponed from May 4, the recent bad weather having kept the King indoors.

The Court will not return until His Majesty has been able to enjoy some sunshine at Windsor.

REVUE MANAGER COMMITS SUICIDE.**STOCK MARKET LOSSES RESPONSIBLE.**

[REUTER'S AMERICAN SERVICE.]

NEW YORK, April 27. One of the best known managers of musical articles in the United States, Mr. Louison Charlon, committed suicide with a revolver to-day.

His friends believe that his losses on the stock market were responsible for his action.

PLOT AGAINST SIDKY PASHA.**"MAN WITH THE AXE GETS SEVEN YEARS."**

[THROUGH REUTER'S AGENCY.]

CAIRO, April 27. The so-called "man with an axe," Mohamed Taher, arrested in connection with a plot against Sidky Pasha, has been sentenced to seven years' imprisonment.

FALKLAND ISLANDS GOVERNOR.**SIR JAMES O'GRADY APPOINTED.**

[THROUGH REUTER'S AGENCY.]

LONDON, April 27. It is officially announced that Sir James O'Grady, K.C.M.G., formerly Governor of Tasmania since 1924, has been appointed Governor of the Falkland Islands in succession to Mr. A. W. Hodson, C.M.G.

Sir James O'Grady was born in Bristol in 1866 and educated at St. Mary's Roman Catholic School. He was elected a member of the Town Council in 1897 and was President of the Trades Congress of Bristol in 1898, whilst he was formerly Secretary of the National Federation of General Workers in the Spring of 1917 he was sent by the Government as special representative to Russia, on a special mission, and later met a representative of the Russian Government at Copenhagen to negotiate the exchange of British prisoners of war and the repatriation of all British civilians at that time in Soviet Russia. He represented East Leeds in Parliament in 1906 and S.E. Leeds from 1918-24.

CHEAPER NEWSPRINT.**CANADIAN COMPANIES ANNOUNCE REDUCTION.**

Montreal, April 28.—The Canada Power and Paper Company as well as the Abitibi St. Lawrence Corporation to-day announced reductions of G.83 per ton in their newsprint prices. The reductions are to be retroactive from January 1 to May 1.

Effective May 1, the large newsprint manufacturing companies will further reduce the price for paper on which newspapers are printed in the amount of G.82 per ton.

BRITISH BUDGET STATEMENT.**LAND VALUATION BILL FORESHADOWED.**

[THROUGH REUTER'S AGENCY.]

LONDON, April 27. Extraordinary precautions were taken to conceal the time of Mr. Philip Snowden's arrival in London from his Surrey home to make his Budget statement.

Groups of people waited in Whitehall and Downing Street to welcome him but were disappointed. This mystery enhanced the eager anticipation of his appearance in the House of Commons, for which from six o'clock in the morning members were busy securing seats. Hence the Commons was even more crowded than usual on Budget night, when Mr. Snowden, looking well, entered and rose to speak, at 3.38.

He was loudly cheered by all parties.

The Chancellor began by explaining that the usual financial review of the year was being circulated as a Blue Paper, as part of his speech **Soundness of Financial Position.**

Mr. Snowden said that the soundness of our financial position was shown by the fact that at the end of a year of unparalleled depression, we were not merely able to pay our way, but to make the substantial contribution of £43,500,000 to debt reduction; consequently he did not propose to pursue the scheme whereby provision would have been made to cover the 1920 deficit in this and next year's accounts.

Debt Conversion Operations.

He foreshadowed considerable debt conversion operations, and said provision would be made to cover a considerable part of last year's deficit of £23,276,000 from ordinary sources.

Revenue and Expenditure.

He estimated that the 1931-32 revenue on the existing basis of taxation would be £700,000,000, and the expenditure £693,000,000.

No Increase in Income Tax.

There would be no revenue tariff and the deficit would be met by non-current revenue and temporary expedients, in view of trade recovery prospects. The income tax would not be increased.

However, 75 per cent. would be payable on January 1 and 25 per cent. on July 1, instead of two equal instalments as at present. This would bring an extra quarter's revenue, namely £10,000,000, into the 1931-32 revenue.

Petrol Tax.

The petrol tax would immediately be increased from fourpence to sixpence a gallon; and this would produce £7,500,000 this year.

Dollar Exchange Account.

A sum of £20,000,000 would be appropriated out of £23,000,000 in the dollar exchange account (which was formerly created in New York to balance sharp fluctuations in exchange, but is no longer necessary).

The special tax on motor-cycles not exceeding 150 centimetres would be reduced from 30 shillings to 15 shillings.

Balance Sheet.

The balance sheet for the year would therefore be: Revenue, £803,500,000. Expenditure, £803,349,000.

Mr. Snowden appealed for co-operation and the elimination of unnecessary expenditure, in order to avoid additional heavy taxation.

Land Values Taxations.

He proceeded to announce the initiation of a scheme of taxation of land values, which when it became operative—not, however, this year—would be at the rate of a penny per pound sterling on capital land value. The Finance Bill would provide that valuation be concluded within two years.

The Chancellor spoke for sixty-nine minutes.

Mr. Snowden Congratulated.

LATER.

The House of Commons adjourned at the conclusion of Mr. Snowden's speech, after Mr. Neville Chamberlain and Mr. Lloyd George had congratulated the Chancellor on his great effort.

The former said that some of the proposals of the Budget might be worse, but the others would be strenuously opposed.

Mr. Lloyd George said that one thing rejoiced his heart, namely, the proposed land value tax.

This was mentioned by Mr. Snowden at the conclusion of his speech as the most important feature of the Budget.

(Continued on next Column.)

OBITUARY.**PRINCE CHANDIBURI.**

[THROUGH REUTER'S AGENCY.]

PARIS, April 27. Prince Chandaburi, former Siam Minister of Finance, and a brother of the King of Siam, has died here.

Ministerialists repeatedly and loudly cheered him when he said that he meant to reintroduce the Land Valuation Bill, which pressure of business had prevented him proceeding with last year.

Mr. Snowden said that the experience of Mr. Lloyd George's scheme showed the impracticability of attempting value and tax concurrently, therefore he proposed that the valuation of land be substantially completed before beginning to levy the tax. Therefore, the latter would not operate this year. Valuation would be concluded within two years of the passing of the Finance Bill.

Popular on London Stock Exchange.

LONDON, April 28. The Budget statement is proving popular on the Stock Exchange.

The sustained weakness in Wall Street is a stumbling-block to any appreciable expansion of business at present, but with the suspense relieved sentiment is decidedly more hopeful.

Gilt-edged securities advanced substantially, whilst Tobaccos and Breweries recovered sharply as a result of the absence of additional tax burdens.

Review of Finances.

[BRITISH WIRELESS SERVICE.]

REVIEW, April 27. The Chancellor of the Exchequer, Mr. Philip Snowden, was cordially received when he rose to open the Budget in the first speech he has delivered since his long illness.

The review of income and expenditure, and debt operations of the previous year showed that the ordinary revenue amounted to £778,895,000 and the ordinary expenditure to £782,341,000, which was in excess of the estimate by only £332,000, largely as a result of savings on debt interest and management and other items. Nevertheless, after adjustment with the sinking fund, the total shortfall was £23,276,000.

The net result on the past year, said Mr. Snowden, was a surplus applicable to the debt reduction of £43,500,000, and apart from that there was a sum of £9,000,000 received as the proceeds of the German Mobilisation Loan, which had also been attributed to debt reduction outside the Budget. In reality there was a surplus of income over expenditure, and it says much for the soundness of the national financial position that, after a year of unparalleled financial depression, we not only have been able to pay our way, but to make such a substantial reduction in the debt.

Fixed Debt Charges.

He announced he was making no direct addition to the fixed debt charges, which would be £355,000,000, as laid down by the Finance Act of 1928. He confidently expected as the outcome of the recommendations of the Economy Committee that considerable reductions in expenditure would be made during the current year to go automatically to the debt reduction. It was also possible during the year that conditions would be favourable for a considerable debt conversion.

Although in favour of every possible effort to reduce the debt, he held Mr. Gladstone's view that in times of desperate depression and unemployment it is better to use resources to stimulate trade than to make undue sacrifices.

Inland Revenue.

Mr. Snowden estimated the yield of Inland Revenue at £437,000,000, consisting of £248,000,000 from Income-tax, £272,000,000 from duties, £200,000,000 from death duties, £24,000,000 from stamp duties, and £3,000,000 from remaining items.

He hoped that the depression, which upset all expectations last year, had reached its limits and that better times were in store, but it would be a little time after the tide had definitely turned before the revenue would feel the benefit and he must face the probability of a further decline in Customs and excise revenue, which he estimated at £228,000,000, or a drop of nearly £7,500,000 on last year's revenue.

Fall in Liquor Consumption.

The consumption of alcoholic liquors fell last year and is estimated for a further fall in revenue this year. This fall seemed to be a permanent tendency and from the point of the nation's well-being was to be heartily welcomed. The estimates of revenue from sources of ordinary revenue amounted to £702,000,000—nearly £2,000,000 above the actual yield of the corresponding item in the Estimate last year, although £7,000,000 below the Estimate of last year. An addition of £4,000,000 from the rate-relief suspensory fund over the total of £706,000,000 revenue for the current year was recorded.

(Continued on Page 12.)

Sports News

HOME RACING NOTES AND NEWS.

PROSPECTS FOR THE TWO THOUSAND GUINEAS.

OPENING QUOTATIONS ON THE DERBY.

The race for the City and Suburban Handicap resulted as follows:—

Anthurium	1
The Pen	2
Caballero	3

There were 17 starters, and the race was won by three lengths, with a length separating second and third.

The betting was 25-1 against Anthurium, and 33-1 each against The Pen and Caballero.

The odds returned against the winner are somewhat surprising, as a scrutiny of the form of this horse during last season, coupled with the fact that he was so leniently handicapped, proves him to have had an excellent chance. This goes to show how necessary it is to carefully study the handicaps.

Anthurium was 5th in the Greenham Plate over one mile in April last which was won by Christopher Robin at level weights, and in this race finished in front of Singapore, winner of the St. Leger and Blenheim winner of the Derby.

He was 4th in the Hardwicke Stakes won by Alester, and third in Cat-O'-Nine Tails (receiving 1 stone), and Lord Bill (level) in the Lingfield Park Handicap in July. In the St. George Stakes at Liverpool over 1 mile 5 furlongs, he was again third to Algonquin and Ramesses—the Second at level weights.

In the Cambridgeshire, Anthurium (8st 11lbs) ran very well indeed, the finish was a close one, he was up with the leaders, and received 7 lbs from the Pen, who of course won. In the above race he was 14 lbs better off than the Pen who finished second three lengths away.

Caballero, despite good form last year, also returned a good price: he ran in as many as seventeen races altogether, quite a number of them small handicaps in which he was somewhat inconsistent. On the other hand he also beat good horses, being second in the Victoria Cup to Eglath. He ran forward in the Royal Hunt Cup; in the Wokingham Stakes at 8 st. 8 lbs, he finished ahead of Knight Error (8 st. 0 lbs), and Rattlin-the-Reeler (8st 6 lbs), 1st and 2nd respectively in this year's Lincoln, and he was 4th in the London Cup.

The 2,000 Guineas.

This race for Colts, only, three-year-olds, over a distance of one mile, will be run to-day at Newmarket, but it is unlikely that the names of the runners will be called. The Derby of course is over 1½ miles.

Since 1868, on ten occasions the winner of the 2000 Guineas has also won the Derby, though in the last ten years the only horse to win both races was Manne in 1925.

Newmarket's best appear to be Jacopo, Goyescas, Reveillon, Coldstream, Apperley, Homer, Heritage, Sir Andrew, and possibly Tippetts and Estate Duty, and of course Jacopo is greatly fancied.

The latter appears to have maintained his juvenile excellence, for last season he proved himself to be one of the best two-year-olds in training, winning three races and gaining a 2nd in his remaining outing. Probably his best performance was in the race he did not win, the Imperial Produce Stakes over 6 furlongs, in which Dr. Dolittle who beat him only by a neck, was receiving 11 lbs. The time too was good 1.13.2/5. In the latter race Orpen finished third, and according to reports the latter colt has come along a lot.

Coldstream, Lord Glanely's colt is also gaining in favour. He is a son of Grand Parade—Placida, and with Gordon Richards in the saddle he must be concerned in the finish.

Goyescas is fancied but I cannot make him out to beat Portlaw on last year's form, he was a poor second to the latter in the Middle Park Stakes at the end of last season.

Possibly speed rather than stamina is the forte of Heritage who has been shaping well, and the same remark may apply to Coldstream so that these two may have a better chance in the Guineas than the Derby. Doctor Dolittle with 3 lbs in his favour could only beat Heritage by a neck in the Autumn Fox Plate.

Homer may be a force to reckon with, also Estate Duty, and Sir Andrew in particular.

Outside Newmarket we must consider Lemnarchus (F. Darling) who won four races last year and was placed in three. He was beaten a neck and short head respectively by Portlaw and Turtle Soup in the Champagne Stakes at Doncaster, the former had to go all out to win, and for this reason there appear to be doubts as to his stamina for the Derby distance. Previous to this race Lemnarchus beat Portlaw by a neck over 5 furlongs in the Lavant Stakes.

Thyestes is supposed to be unfit, but as he is quoted at 8-1 for the Derby there may be little in this rumour and it must be remembered that he was winner of the National Produce Stakes.

Lord Derby's Bute, did not run as a two-year-old, but is attracting attention.

On last year's form I make out Portlaw to have the best chance in an open race and am inclined to think that the main danger will come from Coldstream, Lemnarchus and Jacopo.

The 1,000 Guineas.

This race for three-year-old fillies over one mile will be run on Friday, and the following showed to best advantage last season.

Athara, Belle Ferroniere, Carolin, Charwood, Four Course, Lampeto, Lindos Ojos, Leopard, Mols D'Or, Pansen, Turtle Soup, and Windybrae.

Of these the following were outstanding, Athara, Lindos Ojos, Turtle Soup and Lampeto. Athara is not bred to stay, was excitable last season but appears to have settled down, while Lindos Ojos was very fast over 5 furlongs. Pansen can stay and may have a better chance in the Oaks, while another I might mention for the latter race is Fara, owned by Lord Derby. The latter only had one outing last season and won.

The Derby.

The following are approximate opening quotations on the Derby, and may be of interest:—

Jacopo	6-1
Thyestes	8-1
Lemnarchus	8-1
Portlaw	10-1
Goyescas	12-1
Tippetts	14-1
Doctor Dolittle	14-1
Sir Andrew	16-1
Homer	16-1
Cameronian	20-1
Coldstream	20-1
Estate Duty	20-1
Reveillon	20-1
Lightning Star	20-1
Heritage	25-1
Oban	20-1
Ashridge	33-1

H.K.C.C. TENNIS TOURNAMENT.

RUMJAHN AND CASSUMBHOY PROGRESS.

SULLIVAN REACHES FINAL OF CLUB CHAMPIONSHIP.

C. A. L. Rumjahn and J. A. Cassumbhoi qualified for the third semi-final position of the Open Doubles Championship of the Colony by defeating P. Kong and W. T. Lee in the fourth round yesterday, and now await to meet on Friday the winners of to-day's tie, M. K. Lo and M. W. Lo v. Yew Man Kit and Ho Ka Lau.

Yesterday's match did not produce much of a struggle, although the losers ran the Indians pretty closely all along. For the most part, the Chinese adopted the defensive employing lobbing consistently throughout, which had the effect of slowing down the game.

At times they became enterprising, but they showed some fear and were unable to maintain any pressure, after sending over an attacking shot. Kong matched his opponents well, and to him must be given the credit of bearing the brunt of the match, and of bringing the issue to the respectable score of 6-4, 6-3. His partner, Lee, let him down badly, at times even sending easy smashes outside.

The winners played complacently throughout, and seemed content to control their opponents' shots. Their net work brightened up a somewhat tame match, while they were frequently applauded for their all round performance. At 2-1 in the first set they forged ahead to take a commanding lead of 5-2. The Chinese checked them by taking the next two games, but fell off under pressure by the Indians, who thus took the set. After another spell of even play, the Indians again brought the score, in the second set, from 2-1 to 5-2, dropped one game, which the Chinese deservedly won by showing superiority in a couple of fine rallies. They, however, made sure of the match by winning the set at 6-3.

Club Championship.

In an interesting semi-final tie in the Club Championship, A. L. Sullivan beat R. H. Wild after an even struggle.

Several other ties were also decided. Yesterday's results follow:

Open Doubles.

C. A. L. Rumjahn and J. A. Cassumbhoi beat P. Kong and W. T. Lee, 6-4, 6-3.

Club Championship.

Semi-final:—A. A. Sullivan beat R. H. Wild, 7-5, 6-2.

Handicap Singles "A."

H. J. Armstrong (owe 15) beat H. Owen Hughes (15.2), 6-7, 6-3. R. M. Henderson (rec. 2/0) beat H. F. Foley (scr.), 1-6, 6-2, 6-3.

Handicap Singles "B."

D. S. Green (owe 15) beat H. Hampton (owe 3/0), 6-4, 6-3.

Handicap Doubles.

H. J. Price and T. J. Price (owe 2/0) beat Collis and Penn (rec. 15), 6-2, 6-2.

TO-DAY'S MATCHES.

Open Doubles.

M. K. Lo and M. W. Lo v. Ho Ka Lau and Yew Nan Kit.

Handicap Singles "A."

L. Forster v. A. B. Raworth.

Handicap Doubles.

Stock and Humphreys (rec. 5/0) v. Nash and Hill (owe 2/0). Owen Hughes and More (owe 15) v. Low and Dowley (rec. 5/0). Wood and Lennox (rec. 15) v. Keyserling and Jensen (scr.).

HOME FOOTBALL.

ROTHERHAM AND HULL DRAW.

(THROUGH REUTER'S AGENCY.)

LONDON, April 27.

In a Third Division (Northern Section) football match in the English League played to-day, Rotherham received Hull City. The match ended in a draw, each side scoring one goal.

RENEGADES
COMING ???

U.S. BASEBALL.

MONDAY'S RESULTS.

[REUTER'S AMERICAN SERVICE.]

New York, April 27.

To-day's matches in the major Baseball Leagues resulted as follows:—

National League.

New York 8 Brooklyn 5
Philadelphia 0 Boston 2
St. Louis 3 Pittsburgh 5

American League.

Washington 0 New York 8
The last-named match took twelve innings to complete.

YANKEES NOW LEAD IN AMERICAN CIRCUIT.

BABE RUTH IS SENT TO HOSPITAL.

New York, April 27.—After his phenomenal big stick work had been the major factor in the victory of the New York Yankees over the Boston Red Sox, to the tune of 7 to 5, at Boston, to-day, Babe Ruth was sent to hospital with a strained tendon in his left thigh.

While the Yankees were winning, the Athletics, playing at Shibe Park, in Philadelphia, came out of their slump to win by 5 to 1 from the Washington Senators, and at Chicago the White Sox punished the Cleveland Indians by 10 to 2. There were no other games in the American League to-day, for rain at Detroit made it impossible for the Tigers and the St. Louis Browns to play.

The St. Louis Cardinals, by noosing out the Cincinnati Reds by 3 to 2 in St. Louis, retained their leadership in the National League. At Ebbett's Field, in Brooklyn, the Boston Braves held on tight to second place by blanking the luckless Brooklyn Dodgers by four to nothing. Four errors largely accounted for the downfall of the Dodgers. Rain at Pittsburgh made it impossible for the Pirates and the Chicago Cubs to play at Forbes Field. Playing at the Polo Ground in New York, the Giants, in a hotly contested game, managed to win by 5 to 4 from the Phillies.

Babe Ruth's Injury.

Ther Bambino accounted for three of the seven runs scored by the Yankees. In the first inning, he cracked out a single, scoring Earl Combs and, again in the fourth inning he singled, scoring Combs. He hit a two-bagger in the sixth frame, scoring Lyn Larry. Then, with the Red Sox at bat, Ruth strained a tendon while chasing what turned out to be a two-bagger. He fell, painfully hurt, and was at once ordered to hospital. How long it will be necessary for him to be out of the game cannot yet be determined.

Mickey Cochrane entered the home run lists for the Athletics with a four-sacker to-day. Roettger hit for the circuit on behalf of the Cincinnati Reds, and Hughie Critz hit his second home run of the year for the New York Giants. Cronin, of the Senators, gained his first home run of the season and Friberg of the Phillies hit his second. Ruth of the Yankees and Herman of the Dodgers continue to lead the race for home runs honours, with three each.

Following are the scores of to-day's games:—

	R.	H.	E.
New York	7	11	1
Boston	5	11	0
Cleveland	2	8	2
Chicago	10	14	2
Washington	1	7	0
Philadelphia	5	7	0

NATIONAL LEAGUE.

	R.	H.	E.
Boston	4	7	0
Brooklyn	0	4	4
Cincinnati	2	4	0
St. Louis	3	13	1
Philadelphia	4	11	1
New York	5	12	0

Following the standings of the clubs in the major baseball leagues:—

	W.	L.	Pct.
New York	6	2	.750
Cleveland	5	3	.625
Washington	5	3	.625
St. Louis	3	2	.600
Chicago	3	3	.500
Philadelphia	3	5	.375
Detroit	2	5	.286
Boston	2	6	.250

	W.	L.	Pct.
St. Louis	6	1	.857
Boston	7	2	.777
New York	6	3	.666
Chicago	4	3	.571
Pittsburgh	3	4	.429
Philadelphia	3	5	.375
Cincinnati	1	6	.143
Brooklyn	1	7	.111

LOCAL FOOTBALL.

CLUB BEATEN BY THE BORDERERS.

ONLY ONE GOAL SCORED.

The Hong Kong Football Club senior League team lost to the Borderers by the only goal when they were at home to the South Wales Borderers in a fast encounter yesterday. Rodger, the Club custodian, saved no fewer than a dozen goals, some of which should have passed him, and the home team had hard luck in not sharing the points on the run of the play.

From the start the Borderers kept up a continual attack and Rodger had a busy time. The Club seldom passed the Borderers defence. On one of the rare occasions on which they succeeded in breaking through, a goal seemed inevitable, but Mulhane scrambled it out of an empty goal.

The pressure kept up by the Borderers brought its reward four minutes before half time when Channings placed well out of Rodger's reach close in.

In the second half the Club played a more forceful game. Bishop, who was very prominent in the forward line, shot a little wide of the post. Transferring the play, the Borderers were on the point of increasing their lead through Lakeman, but Hynes obstructed the shot at the expense of a corner. Pallister sent a couple of shots into the side net.

Raid by Borderers.

Johnson was called upon to save at the other end, and the Borderers made another raid during which Rodger managed to get his foot to a fast shot from the left wing in a pass from the other side of the field. A corner resulted, which was cleared.

The Club were now attacking very strongly, but the defence manned in the goal area were able to keep them away. Rodger saved (Continued on next column.)

YACHTING.

SECOND MID-WEEK RACE.

The second mid-week race took place yesterday afternoon and resulted as follows:—
Course:—1, Tamar Line (S); 2, Rumsey Shoal (S); 3, Mark on Line (S); 4, Rumsey Shoal (S). Distance: 5.1 miles.

"H" Class.

(Started 5.25 p.m.)

	Time.	Fin.	Cor.
1 La Linda (Mr. A. L. Shields)	6.39.43	6.39.10	
2 Dorena (Captain Krogh-Moe)	6.28.13	6.28.13	
3 Argu No. II. (Mr. H. J. Pearce)	6.43.40	6.38.15	
4 Dorethea (Mr. B. Noosa)	6.45.35	6.40.04	

"I," "Y" and "G" Classes.

(Started 5.30 p.m. Distance: 3.9 miles.)

	Time.	Fin.	Cor.
1 Bluejacket (Capt. C. C. Fowkes)	6.34.18	6.33.20	
2 Boojum (Mrs. Adams)	6.29.51	6.29.53	
3 Speedwell (Mrs. Pickering)	6.30.10	6.28.17	
4 Adanac (Maj. P. S. Stewart)	6.42.10	6.41.19	
5 Daphne (Comdr. Walker R.N.)	6.34.11	6.34.11	
6 Ailsa (Col. W. N. Stokes)	6.39.30	6.29.36	
7 Jessamine (Pay. Lt. Petro)	6.40.02	6.40.02	

from a header, and the Club took up the attack again. From a free kick for a foul throw in the mid-field area, Bishop gained possession to send in a stinging shot, but the ball skimmed the bar and denied the Club of their last chance of gaining the equalizer. The final whistle sounded soon after, leaving the Borderers winners by the only goal.
Q.M.S. Scott lined out the following teams:—
Borderers:—Johnson; Williams, Mullane; Morgan, Eynon, Underwood; Pallister, Lakeman, Parsons, Channings, Duncan.
Club:—Rodger; Strange, Hynes; Watson, McFarlan, Duncan; Alexander, Bishop, Strange, Railton.

'VARSITY BILLIARD CLUB.

PRIZE DISTRIBUTION.

A pleasant function took place at the Hong Kong University Union Assembly Room on Monday afternoon, when the University Billiard Club held their prize distribution for the billiard tournament which took place recently.

Mr. N. S. Lim, the Chairman of the Club, presided, with Mr. K. T. Loke (President of the University Union) and Mr. John Pau (Secretary of the Club).

Before calling on Mr. K. T. Loke to give away the prizes, the Chairman congratulated the winners, especially Mr. S. C. Ho, who has successfully won the championship cup for two years, and thanked Mr. Loke for having kindly consented to give away the prizes. He remarked that the contest had been a very keen one.

The prizes were then given away. The following were the winners:—
Champion Singles:—Winner: S. C. Ho.

Champion Singles:—Challenger: S. H. Wong.
Champion Singles:—Runner-up: M. C. Choa.
Highest Break:—S. C. Ho.
Singles Handicap:—Winner: S. H. Wong.
Singles Handicap:—Runner-up: C. Wei.
Doubles Handicap:—Winners: S. H. Wong, N. S. Lim.
Doubles Handicap:—Runners-up: E. L. Foo, K. Y. Ng.

The Feminine Touch.

After the distribution, Mr. K. T. Loke thanked the committee of the Club for the honour they had done him, and congratulated all the prize winners on their success. He suggested that a lady should have taken his place, because the Club "needs a feminine touch." The smile of a lady, when giving away the prizes, would inspire the winners and thus make them win more prizes in the next tournament (laughter). He further gave a historical reference to the knights in medieval times, who kissed the hands of their ladies after each contest, and remarked that they could not get such a favour from him (laughter).
The function ended with three cheers and a "tiger" for Mr. K. T. Loke.

JUST PUBLISHED.

1931

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NEW ADVERTISEMENTS

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 4th DAY of MAY, 1931, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years, less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square feet	Annual Rental	Upset Price
1	New Kowloon Inland Lot No. 1489.	Junction of Tai Po Road and Wong Chuk Street.	As per sale plan.	About 31,500	574	63,500

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PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square feet	Annual Rental	Upset Price
12	New Kowloon Inland Lot No. 1489.	Adjoining New Kowloon Inland Lot No. 1489, Fu Wa Street.	As per sale plan.	About 9,622	163	17,244

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 4th DAY of MAY, 1931, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Tai Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square feet	Annual Rental	Upset Price
10	Kowloon Inland Lot No. 2501.	Junction of Bedford Street and Lime Street.	As per sale plan.	About 9,217	170	22,013

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 4th DAY of MAY, 1931, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND above Coombe Road, in the Colony of Hong Kong, for a term of 21 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square feet	Annual Rental	Upset Price
4	General Lot No. 78.	Adjoining Brand Building above Coombe Road.	As per sale plan.	About 3,000	120	273

CHURCH SERVICE REFUSED.

CRITICISM OF VICAR'S ACTION.

Horsham.—Much comment has been caused in Mid-Sussex by the action of the vicar of Wivelsfield, the Rev. G. Henniker-Gotley, in refusing to allow the body of an ex-soldier, who committed suicide by shooting himself, to be brought into the parish church for a funeral service.

The body was buried in Wivelsfield Churchyard and the vicar officiated at the graveside.

Mr. Henniker-Gotley, when I saw him, was disinclined to discuss the question, which, he said, was purely one for the Church's conscience.

Mrs. Henniker-Gotley stated: "My husband has merely obeyed the law of the Church, which lays down that the body of a suicide must not be brought into a Church. In this case the bell was tolled, and my husband read at the graveside the Collect appointed for a suicide."

The dead man was Herbert Frederick Cottingham. He was twice wounded at Mons, and as the result of being gassed at a later stage of the war was dying from consumption. He had suffered from the disease for five years. He left a letter which revealed that he was troubled in mind by the impression that people regarded him as a parasite, because he was living on his pension and was unable to work.

The coroner, Dr. E. F. Hoare, returned a verdict of suicide while of unsound mind, and said he considered the man's death was directly due to his war service.

Dr. Hoare has described the vicar's action as un-Christian. Col. W. T. C. Rust, chairman of the local branch of the British Legion, said, "Cottingham was good enough to fight for his country, but was not good enough to be taken into a church. Apparently the vicar was quite within his rights, but whether he was wise is another matter."

S.S. PRESIDENT HOOVER'S CAPTAIN.

Mr. R. Stanley Dollar has just announced the appointment of Captain Fred E. Anderson as commander of the new eight million dollar liner, President Hoover.

Captain Anderson has sailed nearly a million miles as master of Dollar Line vessels during a service of many years on the Company's steamers. He is considered by travellers to be one of the most popular and able navigators on any merchant marine vessel and numbers his friends by the thousands in all quarters of the globe.

ADVERTISEMENTS.

G. R. IN THE SUPREME COURT OF HONG KONG.

IN THE MATTER OF THE ESTATE OF JAMES ROBERTS, LATE OF VICTORIA, IN THE COLONY OF HONG KONG, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 68 of the Probates Ordinance 1927 (No. 2 of 1927), made an Order limiting the time for sending in Claims to or against the above Estate to the 12th DAY of MAY, 1931.

Creditors and Claimants are hereby required to send their Claims to the Undersigned by the above Date.

Dated this 22nd day of April, 1931.

E. P. H. LANG,
Official Administrator.

640

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"CAMBAY BUILDINGS"

Flats with Modern Conveniences.

RENEGADES
COMING ???

CANADIAN CHARGED

STOWING AWAY ON S.S. BREMERHAVEN.

SERIES OF MISFORTUNES.

When Henry Lee, a Canadian, was charged before Mr. E. W. Hamilton yesterday with stowing away from Hong Kong to Rabaul on board the s.s. Bremerhaven, the defendant related a lengthy story of his wanderings and misfortunes since he left Canada in October last.

"I worked for the Canadian Pacific Railway," he said, "but was laid off in October last. With money I had saved I went to Shanghai, and was there two months unable to obtain work. I stowed away to Hong Kong in February, and paid for that trip with a term of imprisonment. When I came out I again looked for work, living on a sum of money that I had banked in Canada, and for which I had cabled.

On finding no prospect of employment here I again stowed away, this time on the Bremerhaven to Rabaul. On arrival there the New Guinea authorities refused to let me land.

Worked His Passage.

On board the ship I worked hard and on arrival back in Hong Kong the Captain did not want to prosecute me. He sent a note to the Superintendent of Police, who persuaded the Captain to prosecute.

Sub-Inspector Elson said that the defendant's story was true up to a point. The Captain did not want to prosecute, but when he was informed that under the Vagrancy Ordinance he was responsible for the men he had no other alternative.

Defendant: "If your Worship will give me the option of a fine I can guarantee that I can work my passage back to Canada. I have a little money, and every prospect of the opportunity to get back to Canada, where I shall be in time to resume my old position. If I go to prison I shall be too late."

A remand of 18 hours in Police custody was allowed to ascertain if the arrangements could be made.

A LITTLE care in setting up an advertisement often doubles its selling power. It is that little extra thought and care, which is given to every advertisement drawn up in the office of the Hong Kong Daily Press, which brings good results.

SOLDIER CHARGED.

ALLEGED ASSAULT ON CHINESE.

Pte. W. J. Redman, 1st Battalion, S.W. Borderers, was charged yesterday before Mr. E. W. Hamilton at the Kowloon Police Court with having assaulted the complainant, a Chinese male, at Chin Wo Street, on April 23.

Inspector Clarke, prosecuting, stated that about 5 p.m. on Sunday afternoon the accused, with two of his comrades, who were all in uniform, went to Chin Wo Street, and it was alleged, to the first floor of No. 1 and knocked at the door. The complainant lived at No. 4, and his relatives at No. 1. The complainant shouted, out to the soldiers not to knock at the door as the people were not in, and it was alleged, that the accused then knocked the complainant to the ground. The three then ran along to Nathan Road and boarded a bus going to Kowloon City. The complainant also boarded the bus and asked the driver to stop. Two constables also requested the driver to stop, and defendant was taken to the Police Station. He was bleeding from the nose when he got to the Police Station.

Complainant, giving evidence, said that when he saw the soldiers knocking at the door of No. 1, he asked them to come down, because the house was occupied by his cousin, a woman. The soldiers came down, and asked complainant what he thought to mean "something about the girls in the house." Complainant walked away and was then struck by defendant in the face.

Bleeding at the Nose.

Sub-Inspector Bright stated that complainant came to the Police Station he was bleeding badly from the nose. The three soldiers were quite sober.

Private Redman said that on Sunday he and two other soldiers were taken by a boy to the 1st floor of No. 1 house. Complainant, in reply to questions, said there were no women, and witness then said that they had better go. They went down the stairs, and found complainant lying at the bottom of the stairs bleeding. He did not at any time hit the complainant.

Lance-Corporal Ivor Byard, one of the three soldiers involved in the affair, corroborated Private Redman's evidence. Lance-Corporal Archibald Clarke, gave similar evidence.

The Magistrate discharged the defendant.

THE LOST HEART OF MONTROSE.

"NOT BURIED IN SCOTLAND."

Captain Wheatly-Crowe, Governor-General of the Royal Stuart Society, has drawn up a report regarding the lost heart of the Marquess of Montrose, who was executed in 1685 for his devotion to the Royalist cause, and he has now reached the conclusion that it is not buried in Scotland.

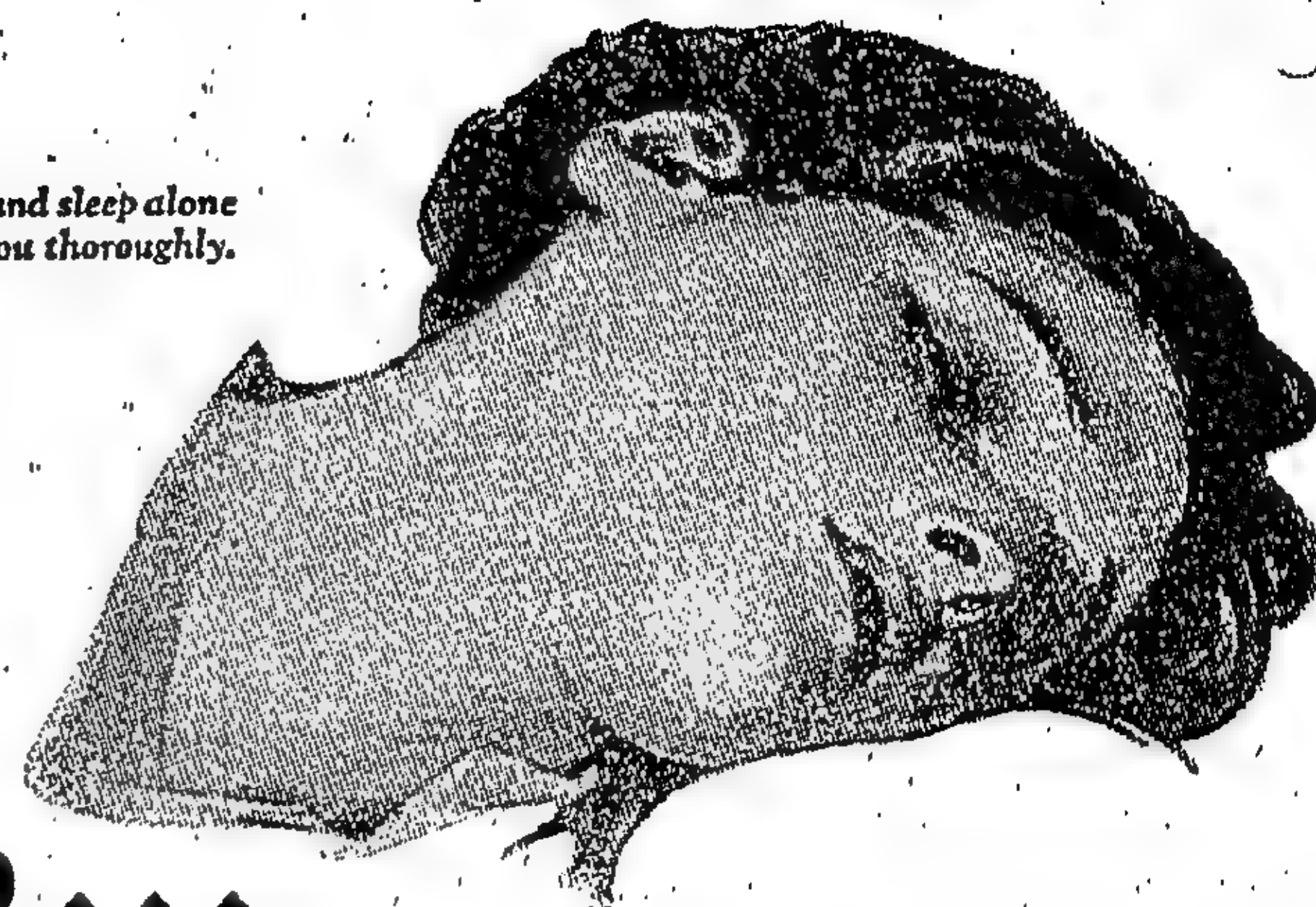
"We have ample evidence," Captain Wheatly-Crowe now states in his report, "that the heart was lost in France at the time of the Revolution. The heart that I possess and which was brought from France by the ancestor of the Perkins family of Swanswick, just after the Revolution, is not entirely whole, for the lower portion of the heart has evidently been filled up or built up with wax."

"The medical authorities who have examined it place its age at approximately 300 years, and certainly not less than 250 years, and they

also state that it has every appearance of being the heart of someone who met a violent death, and that it had been unskillfully removed from the body."

"I am stating the facts as they have been given to me. Mr. Johnson Bird tells me that he believes this to be the veritable heart of Montrose. As yet I cannot go quite so far, and I prefer to leave the matter at present still an open question. The intention is to prosecute further searching inquiries to complete the chain of evidence."

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"that is how sleep should be"

... say medical men



Children love the delicious flavour of Horlick's. And this highly nutritive drink builds sound body tissue.

There is a simple, natural way to induce restful sleep—a way doctors the world over recommend! It is—to drink a cup of hot Horlick's Malted Milk. The generous warmth of Horlick's penetrates your whole system. Its rich nutriment sets in action a gentle, soothing digestive process that brings deep calm slumber. Horlick's is easy to prepare and is specially tempting when made in a Horlick's Mixer. Dispensaries and grocers have Horlick's, plain or chocolate flavoured, in sealed glass bottles in four sizes. Also the Mixer.

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DAVID HOUSE



NOTICE TO MARINERS.

GULF OF LIAOTUNG.

Notice is given that, in order to facilitate the dredging of the Liao River, the Light-vessel No. 10, Chang has been moved into a position from which the Bar Signal Station bears N. 27° E., magnetic, distant 01.300 feet. Chart affected: Marine Department Chart No. 10.

CONSIGNEE NOTICES.

HAMBURG AMERIKA LINE.
NOTICE TO CONSIGNEES.

THE Steamship "TIBET"
having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed. Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th May, will be subject to Rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 4th May, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 15th May, or they will not be recognized. No Insurance will be effected after the 15th May. Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO.,
Agents.
Hong Kong, 28th April, 1931. [674]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVI-
GATION CO., LTD.

CONSIGNEES per Co.'s Vessel "ACHILLES"
FROM UNITED KINGDOM VIA SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 27th April.

Optional Cargo will not be landed here unless Notice has been given prior to Vessel's arrival, but carried on from point to point to the final port of call to which the option extends.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godowns, and all Goods remaining undelivered after the 4th May will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 15th May, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
27th April, 1931. [669]

"CLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.
FROM UNITED KINGDOM VIA
PORTS.

THE Steamship "GLENIFFER"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 4th May, 1931, at 4 p.m., will be subject to Rent.

All broken, chafed, and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees, by Messrs. Goddard & Douglas, on 2nd May, 1931, at 10 a.m. Claims against the Steamer, including those for Cargo short delivered, must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hong Kong, 27th April, 1931. [666]

SERVICES CONTRACTED DES
MESSAGERIES MARITIMES.CONSIGNEE NOTICE.
S.S. "SPHINX."

ARRIVED HONG KONG ON
MONDAY, THE 27th APRIL, 1931.
FROM MARSEILLES, &c.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant, will be subject to Rent.

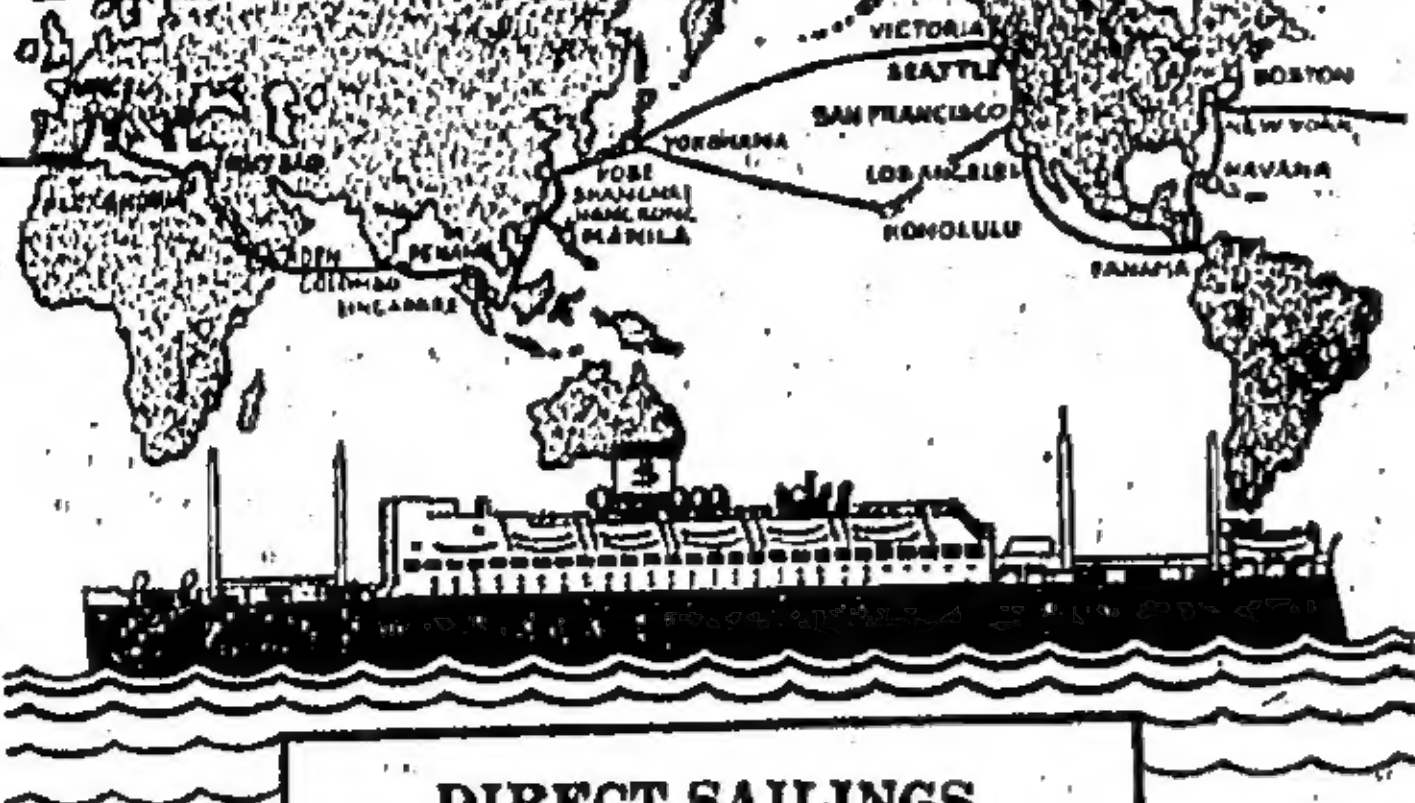
All Claims must be sent to the Undersigned before Wednesday, the 6th May, 1931, or they will not be recognized. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Monday, the 4th May, 1931.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

R. OHL,
Agent.
Hong Kong, 27th April, 1931. [661]

PRESIDENT LINERS

DIRECT SAILINGS
TO
NEW YORK
VIA PANAMA
Weekly Trans-Pacific Service

To San Francisco, Los Angeles and New York via Panama
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays.
Pres. Cleveland May 12
Pres. Pierce May 26
Pres. Wilson June 9

To Seattle and Victoria
The Short, Straight Route to America
Fortnightly sailings on Sundays.
Pres. Lincoln May 3, 8 a.m.
Pres. Madison May 17
Pres. Taft May 31

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

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From HONG KONG TO NAPLES: £152. 5. Od.
" " MARSEILLES: £161. 0. Od.
" " LONDON: £168. 15. Od.
Full particulars upon application.

Europe and New York Direct
ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Harrison May 3, 8 a.m.
Pres. Hayes May 17, 8 a.m.
Pres. Fillmore May 31, 8 a.m.
Pres. Monroe June 14, 8 a.m.

To Manila
Pres. Cleveland May 5, 4 p.m.
Pres. Madison May 9, 4 p.m.
Pres. Pierce May 19, 4 p.m.
Pres. Lincoln May 23, 4 p.m.

CANTON BRANCH—4, SHA KEE STREET.

DOLLAR STEAMSHIP LINES
AMERICAN MAIL LINE

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO.'s
STEAMER "ALIPORE."

ARRIVED HONG KONG ON
27th APRIL, 1931.
FROM BOMBAY, COLOMBO
AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th May will be subject to Rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 2nd May, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 15th May, or they will not be recognized. No Insurance will be effected after the 15th May. Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO.,
Agents.
Hong Kong, 27th April, 1931. [664]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS,
LIMITED.

FROM LEITH, ANTWERP,
LONDON, STRAITS
AND MANILA.

The Steamship
"BENNEVIS."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th May, 1931, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.
Hong Kong, 29th April, 1931. [641]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "DUISBURG"
having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th May will be subject to Rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 2nd May, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 15th May, or they will not be recognized. No Insurance will be effected after the 15th May. Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO.,
Agents.
Hong Kong, 27th April, 1931. [664]

A FISHY STORY.
WAS SWALLOWED BY
CREDULOUS PASSENGERS.

When a huge shark was cut up on the deck of the steamer Katharine, bound from Durban to Colombo, the passengers gathered round to watch the operation. Suddenly, according to the Cape Argus, one of the apprentices put his hand inside the shark. "There's something hard here, sir," he told the chief officer—and withdrew a pocket compass. The passengers, who had heard gruesome stories of man-eating sharks, strained forward to see the grim relief.

Then followed an old belt buckle and finally a pair of braces.

While the passengers were awed by this story, the officers were with difficulty keeping straight faces. They knew that the buckle, braces, and pocket compass had been rammed down the shark's throat with a capstan bar, just after the shark had been caught, especially for the benefit of the too-credulous passengers. The pocket compass had only been supplied by one of the apprentices after the steamer's departure.

There was great competition among the passengers to have the compass. It was decided to raffie it, and the officers purchased tickets, too, in order to keep up the hoax.

DAILY SHARE QUOTATIONS

HONG KONG STOCK
EXCHANGE.SHAREBROKERS'
ASSOCIATION.

Buyers	Sellers	Deals	Nominal	Buyers	Sellers	Deals	Nominal

Buyers	Sellers	Deals	Nominal	Buyers	Sellers	Deals	Nominal

Buyers	Sellers	Deals	Nominal	Buyers	Sellers	Deals	Nominal

Buyers	Sellers	Deals	Nominal	Buyers	Sellers	Deals	Nominal

Buyers	Sellers	Deals	Nominal	Buyers	Sellers	Deals	Nominal

Buyers	Sellers	Deals	Nominal	Buyers	Sellers	Deals	Nominal

Buyers	Sellers	Deals	Nominal	Buyers	Sellers	Deals	Nominal

Buyers	Sellers	Deals	Nominal	Buyers	Sellers	Deals	Nominal

Buyers	Sellers	Deals	Nominal	Buyers	Sellers	Deals	Nominal

Buyers	Sellers	Deals	Nominal	Buyers	Sellers	Deals	Nominal

Buyers	Sellers	Deals	Nominal	Buyers	Sellers	Deals	Nominal

Buyers	Sellers	Deals	Nominal	Buyers	Sellers	Deals	Nominal

Buyers	Sellers	Deals	Nominal	Buyers	Sellers	Deals	Nominal

Buyers	Sellers	Deals	Nominal	Buyers	Sellers	Deals	Nominal

Buyers	Sellers	Deals	Nominal	Buyers	Sellers	Deals	Nominal

Buyers	Sellers	Deals	Nominal	Buyers	Sellers	Deals	Nominal

FOREIGN MAILS

RADIO NOTICE.

Individuals and firms are recommended to register their telegraphic address at the Radio Office. No charge is made for this.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

INWARD MAILS.

FROM	PER	DATE
BATAVIA	Tyikembang	19th April
SHANGHAI AND SWATOW	Summing	20th April
JAPAN	Nellors	28th April
SHANGHAI AND AMOY	Nanchang	30th April
CANADA, U.S.A., JAPAN AND SHANGHAI	Emp. of Russia	1st May
(Vancouver, B.C., 12th April)	Sarpedon	1st May
LONDON PARCELS (London, 28th March)	Terakuni Maru	1st May
and Straits		
JAPAN AND SHANGHAI	Katori Maru	2nd May
EUROPE VIA NEAPOLIS (Let. & Papers)	Pres. Lincoln	2nd May
MANILA	Pres. Harrison	2nd May
U.S.A., HONOLULU, JAPAN AND SHANGHAI	Pres. Cleveland	4th May
HAI (San Francisco, 2nd April)	Tondo	6th May
U.S.A., HONOLULU, JAPAN AND SHANGHAI		
HAI (San Francisco, 10th April)		
AUSTRALIA AND MANILA		

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE AND TIME
Shanghai, Japan, Honolulu, U.S.A., Canada, C. and S. America, and EUROPE via San Francisco—due San Francisco, 30th May, and EUROPE via Siberia	Chitatsu Maru	Wednesday, 29th, Letters 8.30 a.m.
Straits, Egypt and EUROPE via Marseilles—due Marseilles, 31st May	Forvus	12.30 p.m.
Saloon	Solomon	3.30 p.m.
Amoy	Trinon	3.50 p.m.
Shanghai and EUROPE via Siberia	Sumatra	Reg. Letters 6.00 p.m.
Hohow Pakhoi and Haiphong	Minado Maru	Thursday, 30th, 8.30 a.m.
Swatow	Hydrangos	3.00 p.m.
— MAY —		
Sandakan	Mawang	Friday, 1st, 10.30 a.m.
Swatow, Amoy and Foochow	Hai Ning	2.00 p.m.
Manila, Rabaul, Australia and New Zealand via Brisbane—due Brisbane, 18th May	Parcels Noon	
May	Nellors	Reg. 2.45 p.m.
Manila	Emp. of Russia	Letters 2.30 p.m.
		8.30 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 28th May	Terakuni Maru	Reg. 4.30 p.m.
May		Letters 4.30 p.m.
Japan and Victoria, B.C.—due Victoria, B.C., 28th May	Tyndarene	Saturday, 2nd, 10.30 a.m.
Shanghai, Japan, Canada, U.S.A., C. and S. America and EUROPE via Victoria, B.C.—due Victoria, B.C., 19th May and EUROPE via Siberia	Pres. Lincoln	Parcels 3.00 p.m.
Shanghai	Katori Maru	Reg. 4.15 p.m.
		Letters 5.00 p.m.
Swatow, Amoy and Foochow	Huichow	Sunday, 3rd, 8.30 a.m.
Bangkok via Swatow	Kating	9.00 a.m.
Swatow, Amoy and Formosa	Honan Maru	9.00 a.m.
Swatow, Amoy and Foochow	Haiyang	Tuesday, 5th, 1.00 p.m.
— MAY —		
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 6th June	Kalyan	Friday, 8th, 10.30 a.m.
		Reg. 9th, 9.00 a.m.
		Letters 10.00 a.m.
		Reg. 6th, 5.45 a.m.
		Letters 10.30 a.m.

*Superscribed correspondence only.

LOCAL AND REGULAR OUTWARD MAILS.

FOR	WEEK DAYS	SUNDAYS & HOLIDAYS
	FROM G.P.O.	FROM SHUNGWAN BRANCH P.O.
Canton	7.15 a.m. & 6.00 p.m.	7.20 a.m. & 7.00 p.m.
Macao & Taichan	7.15 a.m. & 1.15 p.m.	7.15 a.m. & 1.30 p.m.
Kongmoon (except Saturdays)	5.00 p.m.	6.00 p.m.
Hankow (except Saturdays)	6.00 p.m.	6.00 p.m.
Fatshan (By Train)	7.15 a.m.	7.15 a.m.
Tai O	9.00 a.m.	9.00 a.m.
Tai Po	9.00 a.m. & 8.00 p.m.	9.00 a.m. & 8.00 p.m.
Shumchun	8.00 p.m.	11.0 a.m.
Cheungchow	12.30 p.m. & 4.30 p.m.	11.00 a.m. & 4.30 p.m.
Aberdeen	1.00 p.m.	8.30 a.m.
Stanley	1.00 p.m.	1.00 p.m.
Aulan, Pingshan, Santin, Shatin, Shatankok and Shingwau	3.00 p.m.	10.30 a.m.
Saikong	4.30 p.m.	4.30 p.m.
Wanlan, Shikhi & Tsipling		7.00 p.m.
Fantun		7.00 p.m.

FACTS AND FIGURES

For the Busy Business-Man interested in Hong Kong and South China. The Hongkong Weekly Press and China Overland Trade Report (Price 30 cents) will be mailed for a year to any place in the world for \$18. Send for a specimen copy.

"HONGKONG WEEKLY PRESS."

11, ICE HOUSE STREET.

CHINA NAVIGATION COMPANY, LIMITED.

Amoy & Shanghai	"TSINAN"	On 29th Apr. 5 p.m.
Shanghai	"CHERKIANG"	On 1st May, 5 p.m.
Swatow, Shanghai & Tsingtao	"SUNNING"	On 3rd May, 9 a.m.
Swatow, Foochow, Wenzhou, Ningbo & Tientsin	"HUICHOW"	On 3rd May, 10 a.m.
Swatow & Hangchow	"KAYING"	On 3rd May, 2.30 p.m.
Shanghai, Newchwang & Dalny	"TEAN"	On 4th May, 5 p.m.
Swatow, Shanghai & Tsingtao	"SINKIANG"	On 5th May, 9 a.m.
Amoy & Shanghai	"TAIYUAN"	On 6th May, 5 p.m.
Hoihow, Pakhoi & Haiphong	"KIUNGCHOW"	On 6th May, Noon
Amoy, Swatow & Singapore	"ANSHEUN"	On 10th May, D.L.
Swatow, Shanghai & Tsingtao	"SZECHUEN"	On 10th May, 9 a.m.
Swatow & Hangchow	"KWANGCHOW"	On 10th May, 2.30 p.m.
Shanghai, Newchwang & Dalny	"LINAN"	On 11th May, 5 p.m.
Swatow, Shanghai & Tsingtao	"SOOCHOW"	On 12th May, 9 a.m.
Swatow, Foochow, Wenzhou, Ningbo & Tientsin	"KUEICHOW"	On 15th May, Noon
Hoihow, Pakhoi & Haiphong	"KINGYUAN"	On 22nd May, Noon

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FIRST CLASS FARE TO SYDNEY, £78 RETURN.
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(Australian Newspapers on file)

STEAMER

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
TAIPING	19th May	19th May	22nd May	7th June
CHANGTE	22nd May	22nd May	25th May	10th June
TAIPING	25th May	25th May	28th May	13th June
CHANGTE	28th May	28th May	31st May	16th June

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "DANMARK"

on or about 10th MAY

For PORT SAID, MARSEILLES, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

STEAMER	SHANGHAI, ETC.	COPENHAGEN, ETC.
M.S. "Danmark"	29th April	10th May
M.S. "Java"	29th April	22nd May
M.S. "Malaya"	29th May	28th June
M.S. "Africa"	27th June	28th July
M.S. "Chile"	30th July	30th August
M.S. "Danmark"	28th August	28th September

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SIAMESE PRINCE ... May 19th

MALAYAN PRINCE ... June 2nd

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

Fare—Hong Kong to Naples.....£58

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Three months ... \$ 4.50

Six months ... \$ 9.00

Twelve months ... \$18.00

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	Barometer at Sea Level	APRIL 27, 1931.		APRIL 28, 1931.	
		Barometer at Sea Level	Wind	Barometer at Sea Level	Wind
Wladivostok	12	30.00	782.0	...	...
Nemuro	11	30.12	765.0	...	...
Hakodate	...	30.10	764.6	...	...
Tokio	...	30.12	765.0	...	...
Kobe	...	29.88	761.6	...	...
Nagasaki	...	30.04	763.0	...	...
Kagoshima	...	30.04	763.0	...	...
Oshima	...	30.00	762.0	...	...
Naha	...	30.00	762.0	...	...
Ishigakijima	...	30.00	762.0	...	...
Bonin Island	...	30.00	762.0	...	...
Chetoo	15	29.71	757.8	...	...
Shanghai	14	29.87	758.6	...	...
Gutzlaff	...	29.86	758.4	...	...
Wenchow	...	29.81	757.7	...	...
Foochow	...	29.81	757.7	...	...
Amoy	...	29.81	757.7	...	...
Swatow	...	29.81	757.7	...	...
Taihou	11	29.81	757.7	...	...
Tsichu	...	29.81	757.7	...	...
Tatun	...	29.81	757.7	...	...
Koshun	...	29.81	757.7	...	...
Pescadore	...	29.81	757.7	...	...
Hong Kong	14	29.81	757.7	...	...
Gap Rock	...	29.81	757.7	...	...
Macao	...	29.81	757.7	...	...
Hoihow	...	29.81	757.7	...	...
Pratas Island	...	29.81	757.7	...	...
Fluilion	16	29.81	757.7	...	...
Tourane	...	29.81	757.7	...	...
Cape St. James	...	29.81	757.7	...	...
Rasou	14	29.81	757.7	...	...
Apurri	...	29.81	757.7	...	...
Tuguegarao	...	29.81	757.7	...	...
Vigan	...	29.81	757.7	...	...
Manila	...	29.81	757.7	...	...
Legaspi	...	29.81	757.7	...	...
Calbayog	...	29.81	757.7	...	...
Tacloban	...	29.81	757.7	...	...
Delilo	...	29.81	757.7	...	...
Cebu	...	29.81	757.7	...	...
Surigao	...	29.81	757.7	...	...
Saipan	11.00	29.81	757.7	...	...
Guam	12.22	29.81	757.7	...	...
Yap	11.00	29.81	757.7	...	...
Polow	...	29.81	757.7	...	...
Labuan	14	29.81	757.7	...	...

April 28d. 10a. 10m.—The Chinese depression has moved into the Sea of Japan.
The Indo-China depression is stationary.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 12.98 inches, against an average of 11.14 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON APRIL 29.

- 1.—Formosa Channel
- 2.—South coast of China between Hong Kong and Lamoock
- 3.—Hong Kong to Gap Rock
- 4.—South coast of China between Hong Kong and Hainan

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, April 28.

	Previous On Date	On Date
Barometer...	29.82	29.83
Temperature...	76	77
Humidity...	91	91
Wind...	E	E
Force...	3	3
Weather...	BC	C
Rain...	0.00	0.00

Highest open-air Temperature, 27.81

Lowest open-air Temperature, 23.73

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

\$9.00

will keep you in touch with Hong Kong news for six months

AFTER YOU GO AWAY

and you will certainly want to know what is happening. Send an order for the Weekly Press to be sent to you. We, at 11, Ice House Street, will do the rest.

HONG KONG TIDE TABLE.

From April 23 to May 4, 1931.

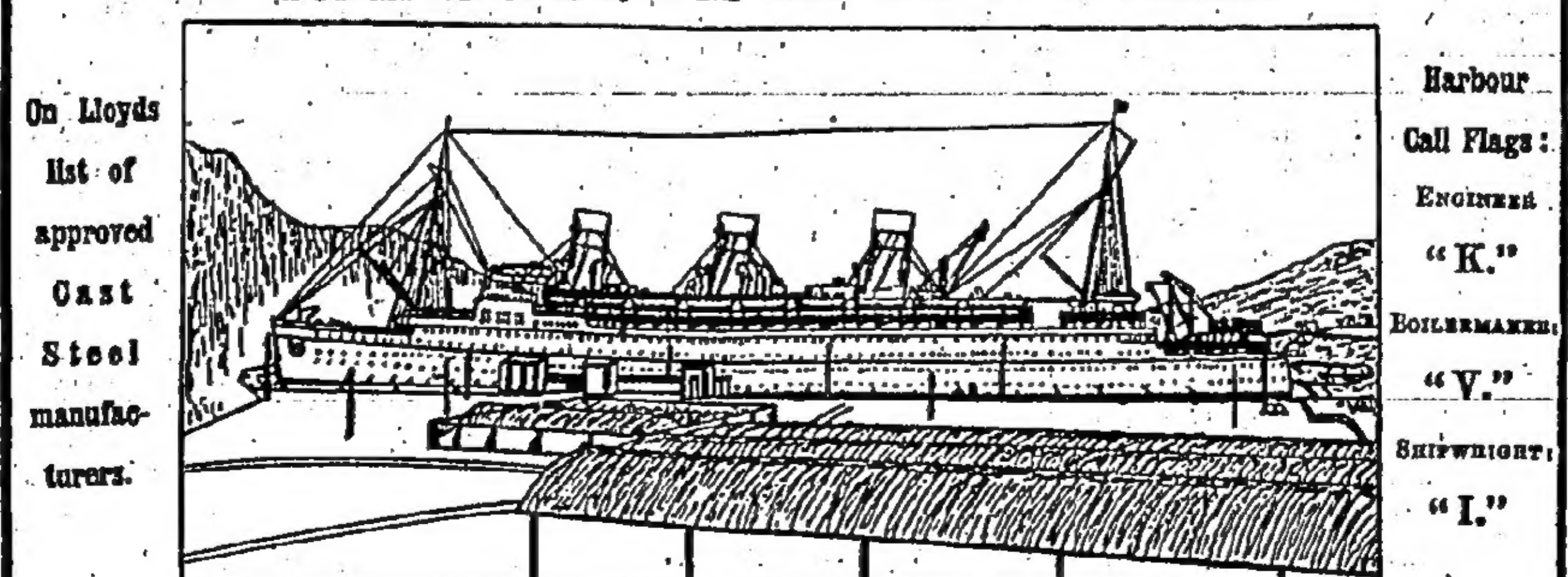
Day of Week	Date	High Water		Low Water	
		Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Wed.	29	h. m.	10.05	h. m.	11.10
Thur.	30	h. m.	10.10	h. m.	11.15
Fri.	1	h. m.	10.15	h. m.	11.20
Sat.	2	h. m.	10.20	h. m.	11.25
Sun.	3	h. m.	10.25	h. m.	11.30
Mon.	4	h. m.	10.30	h. m.	11.35
Tues.	5	h. m.	10.35	h. m.	11.40

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In No. 1 Dock.—Dime: 636'-0" O.A. x 83'-6" x 48'-6" Mid.—26,000 tons gross.

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The dimensions of No. 1 Dock are 700' x 88' x 50'-6" over all, H.W.O.S.T.

Salvage Tug "Henry Kewick," 2,000 I.P.H. Wireless Call Signal: V.P.B.T.

and Flag Call Signal: T.H.Q.B. Sheerlegs capable of lifting 80 tons.

Codes Used:—A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.

Western Union, Bentley's and Watkins.

Kindly send enquiries to the Chief Manager: R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG" "CHAKSANG" "YATSHING" "KWONGSANG"	Sun. 3rd May, at 7 a.m. Wed. 6th May, at 7 a.m. Sun. 10th May, at 7 a.m. Wed. 13th May, at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"KUNSAUNG" "SUISANG" "KUTSANG"	Fri. 8th May, at 3 p.m. Sat. 16th May, at 3 p.m. Sat. 16th May, at 3 p.m.
OSAKA via AMOY, SHAL, MOJI & KOBE	"HOSANG" "KUTSANG"	Thurs. 7th May, at 7 a.m. Tues. 19th May, at 7 a.m.
OSAKA via AMOY, MOJI & KOBE	"YUENSANG"	Sun. 31st May, at 7 a.m.
SANDAKAN	"MAUSANG" "HINSANG"	Fri. 1st May, at 3 p.m. Wed. 13th May, at Noon
TIENSIN via SWATOW & FOOCHOW	"CHEONGSHING" "CHIPSING"	Sun. 10th May, at 7 a.m. Thurs. 21st May, at 7 a.m.
SHANGHAI via SWATOW	"WAISHING"	Fri. 1st May, at Noon

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS.

Telephone: 36311.

GLEN LINE.

FARE: HONG KONG TO LONDON.—

1st JUNE/30th NOVEMBER ... £25. 12. 0d.

1st DECEMBER/31st MAY ... £22. 0. 0d.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO

Motor Vessel "GLENLUCE" ... 7th May

Steamship "GLENIFFER" ... 30th May

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "GLENIFFER" ... 29th Apr.

Motor Vessel "GLENLUCE" ... 8th May

Steamship "GLENSHANE" ... 25th May

Motor Vessel "GLENAPP" ... 19th June

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE

THROUGH BOOKINGS TO LONDON: Cabin class only

THROUGH BOOKINGS TO AMERICA VIA EUROPE

AND TO EUROPE VIA AMERICA

NEXT SAILINGS TO EUROPE:—

Pass.	M.S. "FULDA"	...	departure 2nd May
Freight	S.S. "Lahn"	...	departure 17th May
Pass.	S.S. "THIER"	...	departure 17th May
Freight	S.S. "Lahn"	...	departure 30th May
Freight	S.S. "Main"	...	departure 18th June
Pass.	S.S. "DERFFLINGER"	...	departure 27th June

Calling at London.

Passenger steamers sailing via Manila and Ports to Genoa.

Freight steamers sailing via Singapore and Ports to Marseilles.

Freight steamers sailing via Singapore and Ports to Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers)

Pass.	S.S. "THIER"	...	due here 6th May
Freight	S.S. "Lahn"	...	due here 16th May
Pass.	S.S. "DERFFLINGER"	...	due here 16th May
Freight	M.S. "Havel"	...	due here 12th June
Pass.	S.S. "SAARBRUECKEN"	...	due here 1st July
Freight	S.S. "Alber"	...	due here 10th July

HONG KONG—NEW GUINEA

Next sailing to RABAU, Yapopo, Alexishafen & Madang.

S.S. "BREMERHAVEN" on about 8th MAY, 1931.

MELCHERS & CO.,

AGENTS, HONG KONG.

3, Chater Road. Queen's Building.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailing

subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAINING ... Friday, the 1st May, at 3 p.m.

HAIYANG ... Tuesday, the 5th May, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Bluff Pier).

Round Trip Tickets will be issued from Hong Kong to Fochow

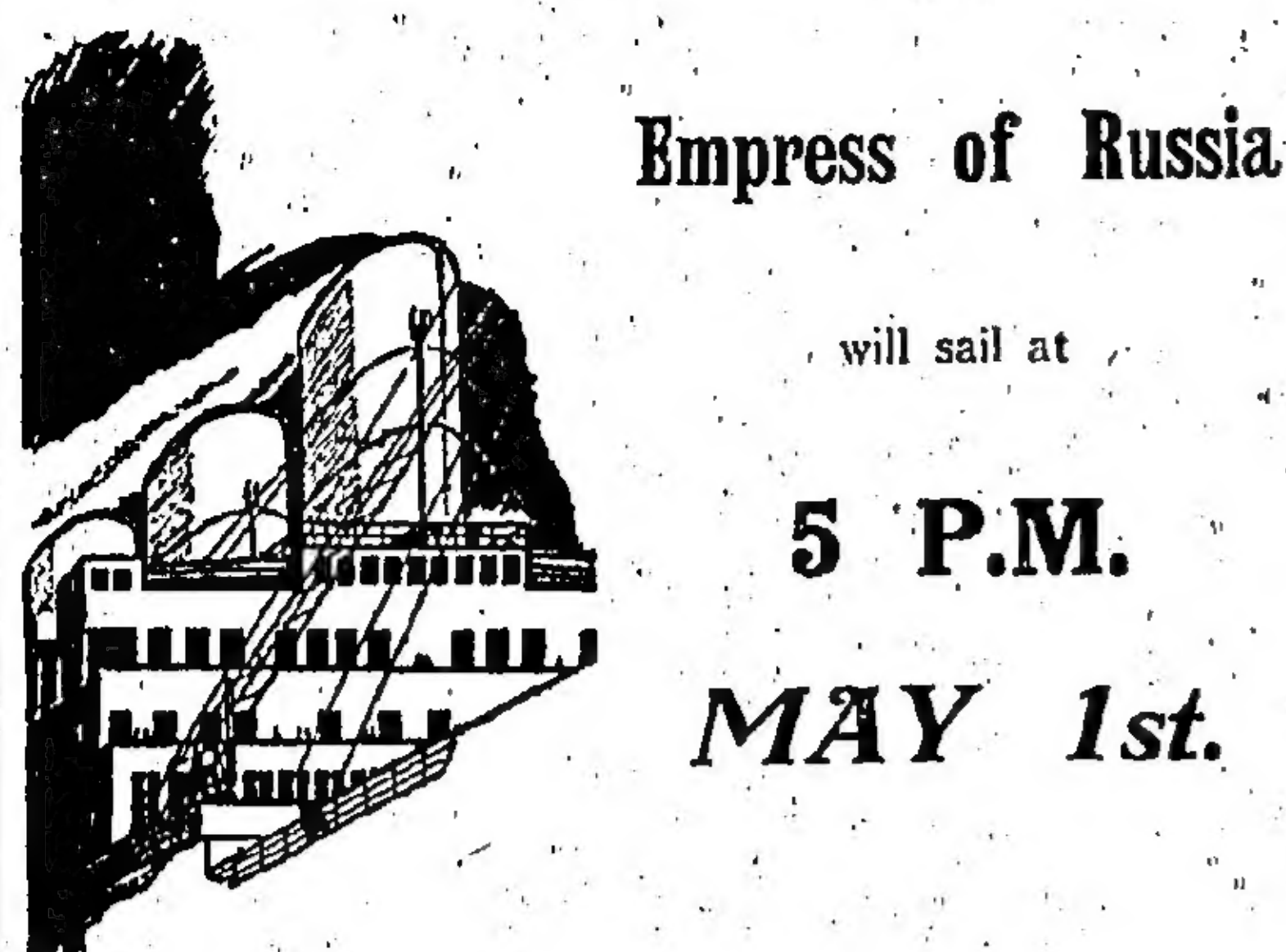
(Fochow—Ankerage)—and Return by the same Steamer at the Reduced

Rate of \$35.00 including meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LARBAK & CO.,

General Managers.



Empress of Russia

will sail at

5 P.M.

MAY 1st.

The White Empresses are the largest and fastest liners on the Pacific
12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN TO CANADA AND U.S.A.

Hong Kong	Shanghai	Kobe	Yokohama	Honolulu	Vancouver
Empress of Russia	May 8	May 11	May 14	May 16	May 20
Empress of Japan	May 23	May 26	May 29	May 31	June 3
Empress of Asia	June 5	June 8	June 11	June 13	June 17
Empress of Canada	June 20	June 23	June 26	June 28	July 1
Empress of Russia	July 3	July 6	July 9	July 11	July 15
Empress of Japan	July 18	July 21	July 24	July 26	July 30
Empress of Asia	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 12
Empress of Canada	Aug. 15	Aug. 18	Aug. 21	Aug. 23	Aug. 27
Empress of Russia	Aug. 28	Aug. 31	Sept. 3	Sept. 5	Sept. 9
Empress of Japan	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 24
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 7
Empress of Canada	Oct. 10	Oct. 13	Oct. 16	Oct. 18	Oct. 22
Empress of Russia	Oct. 23	Oct. 26	Oct. 29	Oct. 31	Nov. 4
Empress of Japan	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 19

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

HONG KONG—MANILA

Empress of Russia	Leave Hong Kong	Arrive Manila
Empress of Russia	May 1	May 3
Empress of Japan	May 15	May 17

CANADIAN PACIFIC

Telephone: Passenger 20752; Freight 20042.



REDUCE THROUGH TICKETS TO EUROPE via U.S.A.
VARYING FROM £83 TO £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
CHICHIBU MARU... Wednesday, 29th April
TATSUTA MARU... Wednesday, 13th May

SEATTLE, VANCOUVER via Shanghai & Japan Ports.
HIYE MARU... Tuesday, 2nd June
HEIAN MARU... Tuesday, 30th June

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.
TERUKUNI MARU... Saturday, 2nd May
HAKUSAN MARU... Saturday, 10th May

SYDNEY & MELBOURNE via Manila & Ports.
KITANO MARU... Saturday, 23rd May
ATSUTA MARU... Saturday, 27th May

BOMBAY via Singapore, Penang & Colombo.
YAMAGATA MARU... Friday, 1st May
IYO MARU... Sunday, 10th May

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.
RAKUYO MARU... Saturday, 23rd May

NEW YORK, BOSTON via PANAMA.
TSUYAMA MARU... Saturday, 2nd May
KUMA MARU... Monday, 25th May

LIVERPOOL via Port Said, Stamboul (Constantinople),
Genoa & Marseilles.
TOYOOKA MARU... Friday, 16th May

CAIRO via Singapore, Penang & Rangoon.
AKITA MARU... Wednesday, 29th April
NAGATO MARU... Friday, 8th May

SHANGHAI, KOBE & YOKOHAMA.
PENANG MARU (Mojik direct)... Thursday, 30th April
KATORI MARU... Saturday, 2nd May

RAMAKURA MARU (Kobe direct)... Thursday, 7th May
KASIMA MARU... Saturday, 16th May

* Cargo only.
For further information, apply to—
NIPPON YUSEN KAISHA.

Telephone: 30291. (Private exchange to all Depts.)



FRANCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To YOKOHAMA via Shanghai and Kobe.
G. METZINGER... 12th May	PORTHOS... 11th May
SPHINX... 26th May	CHENONCEAUX... 25th May
PORTHOS... 9th June	ATHOS II... 9th June
CHENONCEAUX... 23rd June	D'ARTAGNAN... 23rd June
ATHOS II... 7th July	ANDRE LEBON... 7th July
D'ARTAGNAN... 21st July	FELIX ROUSSEL... 21st July
ANDRE LEBON... 4th Aug.	G. METZINGER... 4th Aug.
FELIX ROUSSEL... 18th Aug.	SPHINX... 18th Aug.

We can issue Through Tickets to Egypt, Straits Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Diu-Du.

For DUNKIRK via Port-Said, Ouessant, Casablanca, Hamburg, Rotterdam, (Antwerp).

For Full Particulars, apply to—
Cie des MESSAGERIES MARITIMES,
Telephone 16651.

Shipping News

Daily Statement, Waterfront News.

etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 10,700 TONS;
THROUGH CARGO
23,100 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	Cargo for H.K.	Through Ports.
Achilles, Singapore	2,900	3,335
Gleniffer, Singapore	1,770	5,100

Baron, Blythwood, Sabang 5,927

French Sphinx, Saigon 670

Felix Roussel, Shanghai 3

German Duisburg, Manila 4,181

Bremerhaven, Madang 627

Dutch Cremer, Singapore 850

Norwegian Euoland, Dairen 2,500

Japanese Dakar Maru, Singapore 214

Akita Maru, Sakito 735

Chinese Dorry Swatow 30

Sun Tong, K. C. Wan 250

Total 19,713 23,111

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

British	Arr.	Dep.
French	4	6
American	2	1
Chinese	2	2
Japanese	3	3
Italian	0	1
Norwegian	1	1
German	2	0
Dutch	1	0

Total 13 16

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Felix Roussel (French)	Yokohama, Shanghai	02
Cremer (Dutch)	Belawan	02
Deli, Singapore		2,118

Total 2,150

SHIPS IN HARBOUR.

The following merchant vessels were in port yesterday:—

Wharves:—Kowloon: Chichibu Maru, Duisburg, Gleniffer, Baron Blythwood, Felix Roussel; Holt's: Achilles; Socony—Laichikok: Suzanne; Jardine Matheson's: Hanganing; O.S.K.: Menndo Maru; Chin On; Hydrangen.

Docks:—Kowloon: Adamstor, Limechow, Chaksang, Pleidion; Tai-koo: Clara Jansen, Solviken, Chin-lun, Tyndareus, Helena, Chaksang, Taiyo Maru, Chenan.

Buoys:—A1 Kaga Maru, A2 Tirpitz, A3 Banneus, A4 Tjindak, A7 Cremer, A9 Dakar Maru, B1 Kwaisang, B3 Kuying, B5 Yuan Lee, B13 Suiyang, B16 Hiram, B17 Hermod, B18 Wong Shek Kung, B19 Bremerhaven, B21 Hui-chow, B22 Mansang, B24 Iyemmoon, C1 Wing Lee, C2 Tonkin, C3 Mao Lee, C5 Shun Chih.

CLEARANCES.

April 28.

Akita Maru, for Singapore. Inland, for Canton.

Chichibu Maru, for Shanghai. Cremer, for Swatow.

Dakar Maru, for Shanghai. Duisburg, for Kobe.

Felix Roussel, for Saigon. Gleniffer, for Shanghai.

Hai Ching, for Swatow. Iwuchow, for Canton.

Kaga Maru, for Shanghai. Kwaisang, for Swatow.

Iyemmoon, for Singapore. Mao Lee, for Canton.

Roko Maru, for Newchwang. Shun Chih, for Saigon.

Sunkong, for K. C. Wan. Tonkin, for Haiphong.

Tirpitz, for Takao.

ARRIVALS.

April 27.

Bremerhaven, German str., 017 tons, Capt. J. Engels, from Madang, buoy No. B19.—Molchers & Co.

Gleniffer, British str., 6,021 tons, Capt. W. H. Baker, from Singapore, Kowloon Wharf.—J. M. & Co.

Sunkong, Chinese str., 322 tons, Capt. Leung Pat, from K. C. Wan, Saikong Wharf.—Wo Hop & Co.

Suzanne, Norwegian str., 1,444 tons, Capt. J. Meyer, from Canton, Laichikok Wharf.—Dodwell & Co.

April 28.

Akita Maru, Japanese str., 2,315 tons, Capt. K. Iroba, from Moji, Kowloon Wharf.—N.Y.K.

Baron Blythwood, British str., 2,220 tons, Capt. A. N. McKellar, from Antwerp via Sabang, Kowloon Wharf.—Dodwell & Co.

Cremer, Dutch str., 2,784 tons, Capt. G. J. Harman, from Singapore, buoy No. A4.—J.C.L.

Dakar Maru, Japanese str., 4,353 tons, Capt. S. Kuba, from Singapore, buoy No. A5.—N.Y.K.

Felix Roussel, French m.s., 17,675 tons, Capt. J. Clardie, from Shanghai, Kowloon Wharf.—M. M.

Kaga Maru, Japanese str., 3,615 tons, Capt. M. Tani, from Singapore, buoy No. A1.—N.Y.K.

New Mahilde, British str., 842 tons, Capt. D. Thomas, from Shanghai, Kowloon Bay.—Yik Tai S.S. Co.

Toko Maru, Japanese str., 2,011 tons, Capt. K. Okubo, from Canton, Yamamichi Anchorage.—D.K.K.

Tirpitz, German str., 4,974 tons, Capt. Kunsmann, from Singapore, buoy No. A2.—Johsen & Co.



BARBER WILHELMSEN LINE.

THE PREMIER ALL WATER ROUTE TO NEW YORK and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

42 Days To New York

For Passengers and Freight information please apply—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28621.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.
UNITED KINGDOM & CONTINENT

S.S. "CITY OF ATHENS" ... Havre, London, Rotterdam & Hamburg ... 10th May
S.S. "CITY OF BATAVIA" ... Havre, London, Rotterdam & Hamburg ... 17th June

NEW YORK, BOSTON & BALTIMORE—AMERICAN AND MANCHURIAN LINE

ALSO AGENTS FOR
ANDREW WEIR & CO.

BOSTON NEW YORK & BALTIMORE—AMERICAN & ORIENTAL LINE

M.V. "TWEEDEBANK" ... 8th May
M.V. "IRISBANK" ... 9th June

MAURITIUS & SOUTH AFRICA—ORIENTAL AFRICAN LINE

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Alagoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Tlo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindi, Port Natal, Ladaria Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply—
Telephone: 27781.

THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BULMA, OBYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"SOUDAN"	—	2nd May [Mars.]	L'don, Hull, H'bg, B'dm & A'warp
"KIDDEBPORE"	5,234	5th May	Straits, Colombo & Bombay.
"KALYAN"	9,144	9th May	Mars., L'don, Hull, B'dm & A'warp
"COMORIN"	15,132	23rd May	Bombay, Marseilles and London.
"BURDWAN"	—	30th May [Mars.]	L'don, Hull, H'bg, B'dm & A'warp
"ALPORE"	5,473	2nd June	Straits, Colombo & Bombay.
"KASHMIR"	8,985	8th June	Mars., L'don, Hull, B'dm & A'warp
"KARNATAKA"	16,801	20th June	Bombay, Marseilles and London.
"KASHGAR"	9,006	4th July	Mars., L'don, B'dm & A'warp
"KAWALPINDI"	16,619	18th July	Bombay, Marseilles & London.
"PERIM"	7,643	25th July	Marseilles and London.
"KEYBER"	9,114	1st Aug.	Mars., L'don, B'dm & A'warp.
"ROMALI"	—	8th Aug. [Mars.]	L'don, Hull, H'bg, B'dm & A'warp
"RAJPUTANA"	16,568	15th Aug.	Bombay, Marseilles and London.
"PADUA"	5,989	22nd Aug. [Mars.]	L'don, Hull, H'bg, B'dm & A'warp
"KARNATAKA"	9,129	29th Aug.	Marseilles and London.
"KASHMIR"	16,121	13th Sept.	Bombay, Marseilles & London.
"SOUDAN"	—	18th Sept. [Mars.]	L'don, Hull, H'bg, B'dm & A'warp
"KALYAN"	9,144	28th Sept.	Marseilles and London.
"MANTUA"	10,946	10th Oct.	do.
"BURDWAN"	—	17th Oct. [Mars.]	L'don, Hull, H'bg, B'dm & A'warp.
"KASHMIR"	8,985	24th Oct.	Marseilles and London.
"NALLDERA"	16,038	7th Nov.	Bombay, Marseilles and London.
"MACEDONIA"	11,120	21st Nov.	Marseilles and London.

* Cargo only. † Calls Havre. ‡ Calls Casablanca. § Calls Karachi and Port Swettenham.

Frequent connections from Port Said for Passengers and Cargo to Oost, Alexandria, Suez, Suez Canal and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APOAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"TAKADA"	6,949	6th May	Singapore, Penang & Calcutta
"SIRDHANA"	7,745	14th May	do.
"TILAWA"	10,006	30th May	do.
"SANTHIA"	7,754	13th June	do.

B.I.—Apcar line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"NELLORE"	6,958	1st May, 5 p.m.	Manila, Batul, Brisbane.
"TANDA"	6,958	30th May	Sydney and Melbourne.
"ST. ALBANS"	4,500	1st July	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—10 days.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong	Destination
"TILAWA"	10,006	8th May	Amoy, S'hai, Moji, Kobe & Osaka.
"KASHMIR"	8,985	8th May	S'hai, Moji, Kobe & Yokohama.
"TANDA"	6,958	8th May	S'hai, Moji, Kobe, Osaka & Y'ham.
"KARNATAKA"	16,801	22nd May	Shanghai, Kobe & Yokohama.
"SANTHIA"	7,754	25th May	Amoy, Moji, Kobe & Y'ham.
"TALMA"	10,000	4th June	Amoy, Moji, Kobe & Osaka.
"KASHGAR"	9,006	8th June	S'hai, Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	8th June	S'hai, Moji, Kobe, Osaka & Y'ham.
"PERIM"	7,643	10th June	S'hai, Kobe & Yokohama.
"TAKADA"	6,949	18th June	Amoy, Moji, Kobe & Osaka.
"KAWALPINDI"	16,619	18th June	S'hai, Kobe & Yokohama.
"ROMALI"	—	27th June	do.
"SIRDHANA"	7,745	2nd July	Amoy, Moji, Kobe & Osaka.
"KEYBER"	9,114	3rd July	S'hai, Moji, Kobe & Yokohama.
"NELLORE"	6,958	8th July	S'hai, Moji, Kobe, Osaka & Y'ham.
"TILAWA"	10,006	13th July	Amoy, Moji, Kobe & Osaka.
"RAJPUTANA"	16,568	17th July	S'hai, Kobe & Yokohama.
"SANTHIA"	7,754	30th July	Amoy, Moji, Kobe & Osaka.
"KARNATAKA"	9,129	31st July	S'hai, Moji, Kobe & Yokohama.
"NANKIN"	7,058	1st Aug.	Shanghai, Kobe & Yokohama.
"SOUDAN"	—	8th Aug.	do.
"OATHAY"	15,121	14th Aug.	do.
"KALYAN"	9,144	28th Aug.	S'hai, Moji, Kobe & Y'ham.
"MANTUA"	10,946	11th Sept.	do.
"KASHMIR"	8,985	25th Sept.	do.
"NALLDERA"	16,038	10th Oct.	S'hai, Kobe & Yokohama.
"MACEDONIA"	11,120	24th Oct.	Shanghai, Moji, Kobe & Y'ham.
"RAJPUTANA"	16,568	7th Nov.	S'hai, Kobe & Yokohama.

